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Latest REA Express Terminal features **590-ft conveyer** 'nerve system' . . . . . p. 22

October 23, 1961

RAILWAY AGE WEEKLY

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p. 16

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RAILWAY AGE

WEEK AT A GLANCE

Oct. 23, 1961 • Vol. 151, No. 17

Will TOFC return perishables to rails?

There are growing signs that 1962 may see a reversal of the trend that has seen perishable produce move from the railroads to the highways .....p. 8

N&W merger has much support

ICC heard 23 witnesses and saw 119 exhibits in support of the road's proposal to merge with Nickel Plate, lease the Wabash, and purchase PRR's 111-mile Sandusky line p.13

EMD's new high speed, heavy drag locomotives

The 2,250-hp general purpose unit, designated the GP30, was unveiled last week. It embodies some 30 improvements aimed at increasing its economic value to purchasers p.16

REA terminal features 590-ft conveyor

The new facility, at Harrisburg, Pa., is the eighth in the series of "key-point" terminals REA is building across the nation to speed express shipments p.22

Rocket fuel supplied by rail

One of the major influences in the development of rocketry is using railroads to keep rocket fuel arriving on schedule for Titan II missile engine tests. p.23

REA containers to move under flat rate

New "Unit-Pak" tariff would provide flat charges per container on 1,180 routes linking 35 major shipping points for freight of all kinds in containers up to 101 cu ft p.32

GNP&B cross-examination set

Opponents to the GN-NP-CB&Q-SP&S merger application will have a chance to cross-examine applicants' witnesses when hearings reopen Dec. 5 .....p.35

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WEEK AT A GLANCE

Kohl to head transport office

The director of the Transportation Institute at the University of Michigan will administer the Housing Act's mass transportation program. p.35

The Action Page—Don't blame the generals

U.S. railroad generalship is not falling down on the job. No management could wholly nullify the inequitable treatment to which railroads are subjected. p.38

Short and Significant

Railroad employment declined 5.60% . . .

in mid-September 1961, compared with the corresponding 1960 period. Sharpest drop was among maintenance of equipment and stores personnel, 8.19%.

Continuing loss of passengers . . .

to highways means that B&M may terminate all passenger service in the "not too far distant" future, the road's president, P. B. McGinnis, warned last week.

A Presidential emergency board . . .

has been created to investigate a dispute between the Reading and the International Organization of Masters, Mates and Pilots.

Further improvement in rail earnings . . .

in 1962 is predicted by a Standard & Poor's survey. Net earnings of Class I roads in 1961 are estimated at $400 million.

Distinguished Service to Safety Award . . .

was presented last week to Roy P. Hamilton, the Frisco's superintendent of safety. The award was made at the National Safety Congress in Chicago.

Current Statistics

Operating Revenues	
8 mos., 1961	$5,998,152,727
8 mos., 1960	6,458,334,573
Operating expenses	
8 mos., 1961	4,828,611,554
8 mos., 1960	5,116,255,934
Taxes	
8 mos., 1961	651,505,797
8 mos., 1960	702,021,711
Net railway operating income	
8 mos., 1961	256,173,579
8 mos., 1960	398,984,854
Net income estimated	
8 mos., 1961	140,000,000
8 mos., 1960	278,000,000
Carloadings revenue freight	
40 wks., 1961	21,723,459
40 wks., 1960	23,925,980
Freight cars on order	
Sept. 1, 1961	9,690
Sept. 1, 1960	23,866
Freight cars delivered	
8 mos., 1961	22,439
8 mos., 1960	39,419

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Will TOFC Return Perishables

► **The Story at a Glance: The movement of perishable produce by piggyback, which is already beyond the talk-and-test stage in several sections of the country, may roll into high gear in 1962.**

Fruit Growers Express, working with roads in the Southeast, is already in business in a big way; a number of western roads and affiliated car lines are moving in the same direction. Pacific Fruit Express, for example, is presently taking delivery of about six reefer trailers a day (see box, right).

And last week still another big step occurred. U.S. Freight Co., headed by Morris Forgash, announced it has signed a three-year agreement to lease 100 demountable 40-ft refrigerator vans to New York Central.

Railroad traffic officers have grappled with the question for months:

Can piggybacking revolutionize present transport methods for perishable produce, make railroads competitive with the exempt trucker, bring back lost volume, and, on top of all that, widen the microscopic profit margins so often in evidence on produce traffic?

Hints that the question may be resolved in a positive way have been cropping up for months. The most recent step was last week's announcement that New York Central will acquire 100 reefer vans, under lease, from U. S. Freight Co. Value of this equipment is estimated at $1.5 million.

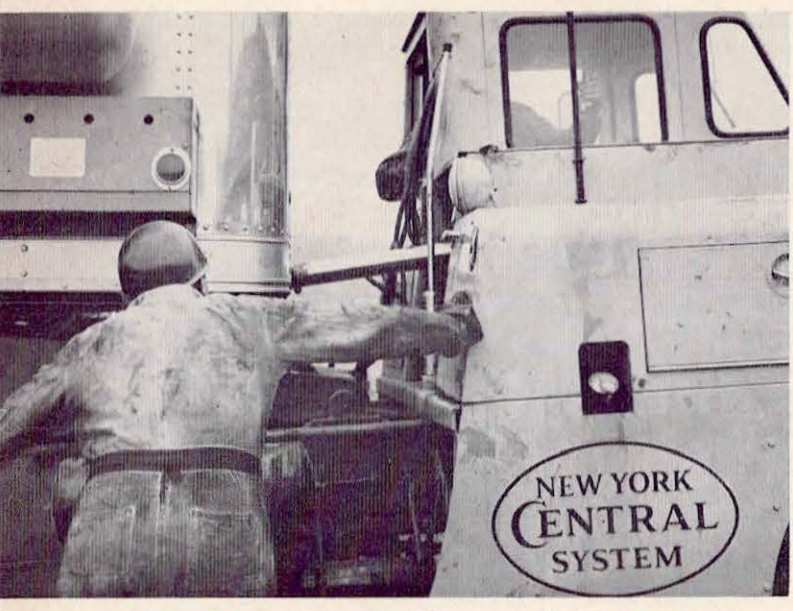
While NYC's plans apparently differ in some respects from anything yet tried, the basic idea does not.

In essence, the Central hopes to participate in developing long-haul perishable business by Plan II piggyback—and do so on a basis that will be profitable. The road sees an opportunity to increase per-car capacity of eastbound perishable equipment by as much as 100% over standard reefer cars; and at the same time virtually eliminate empty car mileage westbound.

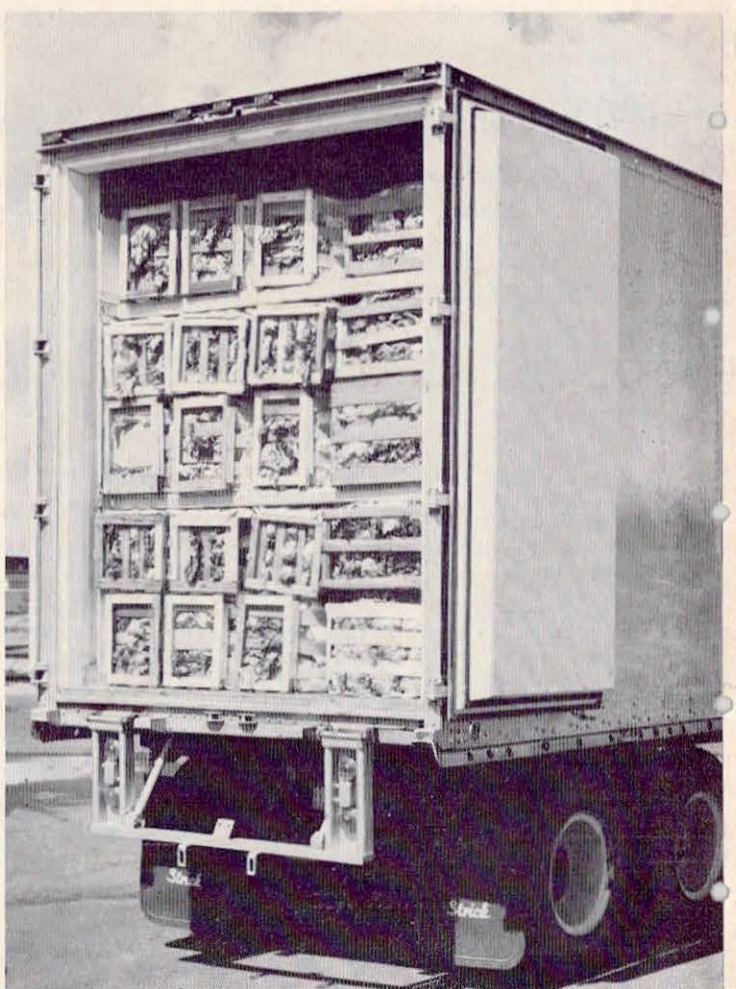
The arrangement appears virtually fool-proof, and is anticipated as a result of a close relationship worked out with U.S. Freight. USF's subsidiary forwarding companies, principally Universal Carloading, have been busy users of Plan III and Plan IV piggyback for three years. But the major portion of the forwarder traffic moves westbound from eastern manufacturing centers, often requiring expensive empty returns.

Under the plan now envisioned by Central and USF, the new vans will come east loaded with produce; the units will be sub-leased to USF for westbound movement. The high flexibility of piggyback equipment in terminal areas is expected to minimize turnaround time, even with the vans performing double duty.

Moreover, this terminal flexibility may well come in handy in other ways. At produce originating points, rail-owned equipment can follow the harvests; at destination, the vans can deliver either to rail sidings or off-rail sites—direct to stores, if that is re-



SPECIAL TRACTOR, the "Commando," slides 2,350-cu-ft-capacity container aboard New York Central flat car by means of lowerable fifth wheel and gun-like ramrod.



WESTERN PRODUCE will move east on NYC's leased refrigerator vans, which will then be sub-leased to U.S. Freight for westbound movement.

to Rails?

quired. Savings will accrue through elimination of extra handling and local cartage.

The vans acquired by Central will have 2,350 cu-ft capacity each and, with today's long flat cars, can be handled two-per-car in conventional piggyback fashion. The result is a single freight car with 4,700 cu-ft-capacity, in contrast to the standard ice reefer's 2,000 cu ft. The larger mechanical reefer cars have a cube of around 3,000 ft.

Thus, the USF-NYC plan announced last week appears to offer numerous operating advantages. The high-speed schedules generally associated with piggyback should put produce into market points in improved condition. Elimination of icing stops will save added time. And, as a side benefit of the faster overall handling, the railroads may be able to reduce the high-per-car damage claims which have dogged the handling of produce. Figures for 1960 show that such claims ranged from $2.33 per car on banana traffic, to a staggering $201.90 per car on cherries.

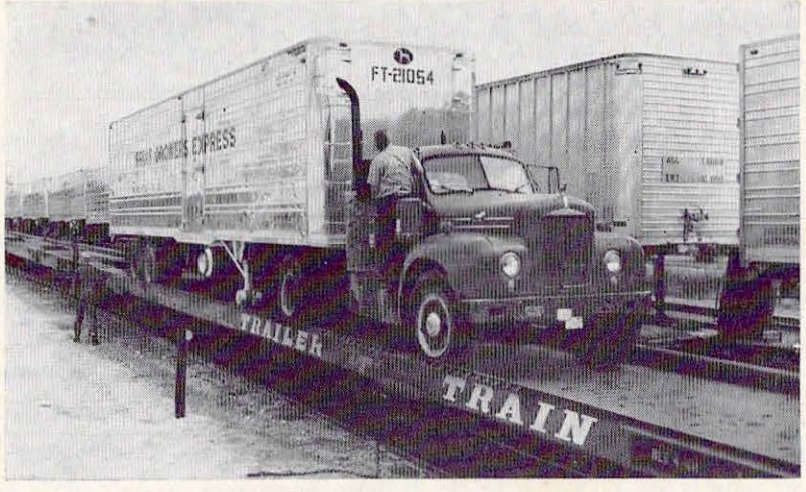
The NYC-USF story is, at this point, more blueprint than fact. Equipment has not yet been delivered; meanwhile, the most pressing immediate problem is rates. An NYC spokesman said last week that the road is "at work" on this.

In contrast to the piggybacking of fresh meat, in which roads such as the Burlington have had a stake for some time, the rate picture on fresh produce has hardly clarified at all. An officer on one western road summed up the situation quite aptly last week: "I'd be glad to comment on this idea [perishable piggyback]," he said, "if I had anything to say. We have some trailers, but we haven't hauled anything yet. We're hung up on rates."

What level the rates should be to be competitive, along with the usual divisions headaches, could be the nail that punctures this latest piggyback idea. At the moment, however, this is hardly anticipated; most traffic men seem to feel that these hurdles can be cleared away, perhaps in a matter of weeks.

(Mr. Forgash, for example, apparently feels the same way. He said last

PRODUCE FROM SOUTHWEST will move to midwestern destinations in Santa Fe trailers; PFE trailers will soon be doing a similar job.



FLORIDA CITRUS TRAFFIC goes to northern cities in Fruit Growers trailers; traffic has grown rapidly since service started a year ago.

Reefer-Trailer Fleet Grows

Railroads, their highway affiliates and private carlines now have at least 2,263 mechanically refrigerated trailers in service or on order. A survey by the Car Department Officers Association showed 1,288 in service as of April 1, 1961. Fruit Growers Express had 200; Western Fruit Express, 20; Baltimore & Ohio, 50; Missouri Pacific, 260; Union Pacific Motor Freight Co., 12; Pennsylvania, 48; Southern Pacific Transportation Co., 13; Frisco, 5; Soo Line, 1; Reading, 1; Burlington, 402; Northern Pacific Transport Co., 41; Western Pacific, 7; New York Central Transport Co., 151; Erie-Lackawanna, 25; Santa Fe, 52.

Since April 1, Railway Age has reported orders for an additional 975 mechanically refrigerated trailer units (including the 100 vans New York Central is leasing from U. S. Freight). FGE is acquiring 300 additional reefers; Pacific Fruit Express, 400; Santa Fe, 150; Northern Pacific, 25.

A further indication of reefer-trailer growth came last week in an announcement from Worthington Corp.'s Air Conditioning and Refrigeration Division that it has received orders in the last six months for more than 600 truck refrigeration systems costing $2 million. Among major purchasers of the Worthington system: PFE, FGE, Santa Fe, and the Minute Maid Co.

week that his company expects soon to sign equipment contracts, similar to the NYC arrangement, with several other roads.)

Leslie Cox, traffic manager of Western Growers Assn., Los Angeles, confirmed last week that his organization has been working with the rail carriers on the rate problem "for some time." Test shipments have been made. But one roadblock has been the per-car minimum weight. From the shipper viewpoint, the railroads can't be competitive without gearing their rates to per-trailer shipments. If this is worked out—"if the carriers meet our rate needs the same way they are meeting our equipment needs"—the roads would seem to have a good chance to pick up new business.

Actually, there is some question as to whether the equipment problems are as fully resolved as might appear. Eastbound perishables destined to points beyond midwestern gateways involve interline hauls. Will piggyback trailers and/or vans eventually be pooled in some way? Will a uniform per diem be worked out? And if individual roads and carlines each purchase equipment will lack of compatibility create headaches?

Finding the answers to such questions will take time, as will the solution of the pricing problem. But it now seems likely that many of the answers will be found in 1962. The success that the Missouri Pacific has had in the southwest, and the growing acceptance of the FGE operation in the southeast, indicate that if the price is right and the equipment is available, railroads can give the gypsies a run for the traffic.

The target is worth shooting at. Dr. Neil T. Houston, Stanford Research Institute, in recent testimony in the Western Pacific control case, noted that rail shipments of fresh fruits and vegetables from California declined 19% between 1949 and 1959.

"Outbound truck shipments of fresh fruits and vegetables more than tripled over the period," he said. "The most striking growth occurred in the volume of shipments destined outside the 11 western states, and in 1959 47.1% of the total was destined for the Midwest."

Figures contained in Dr. Houston's testimony showed outbound truck shipments totaling 96,004 carlot equivalents in 1959.

WATCHING WASHINGTON WITH WALTER TAFT

• **OPPOSITION** to the railroads' plea for more freedom to operate other modes of transportation has been expressed by one of the ICC's new members—Commissioner Bush. The plea, generally known as the "diversification" proposal, is one of the "four freedoms" called for in the industry's "Magna Carta" program.

COMMISSIONER BUSH announced his stand to a sympathetic audience—the Board of Governors of American Trucking Associations' Regular Common Carrier Conference. The railroad proposal has been fought bitterly by ATA. "I do not believe, as of now, in the principle of unrestricted common ownership," the commissioner said.

OTHER COMMISSIONERS have indicated, from time to time, that they feel the same way. Most of them, however, haven't said directly that they oppose the railroad proposal. They have preferred to talk about the desirability of first trying to bring about more inter-mode coordination by expansion of through-route and joint-rate arrangements.

RAILROAD SPOKESMEN call this wishful thinking. To claim that there are workable alternatives to inter-mode ownership "is to dwell on theory and not on reality," they say.

OFFICIAL POSITION OF ICC is neutrality. At Congressional hearings on diversification bills, the Commission has said the issue is one of "broad policy" which should be resolved by Congress itself. In the latest such presentation, former Commissioner Winchell, who was then Commission chairman, denied that his statement was one of "apparent opposition." He went on to say flatly that the Commission does not oppose the proposed legislation.

• **ON THE OTHER HAND,** the railroads will like something said recently by another new member of the Commission—Commissioner Tucker. The statement was Mr. Tucker's dissent to a decision granting common-carrier rights to three truckers for transportation of bananas from New Orleans and Mobile to a couple of points in Nebraska and South Dakota, and to points in Intermountain territory and the Northwest.

THE ROLLBACK of the so-called agricultural exemptions, which was embodied in the 1958 Transportation Act, ended the exemption for transportation of bananas. While its "grandfather" provisions protected numerous banana carriers already in operation, it required showings of convenience and necessity for new operations. The latter are involved in the present proceedings, the title case being No. MC-118159 (Sub. No. 4). Railroads were protestants.

COMMISSIONER TUCKER expressed his disagreement with the "policy approach" of the Commission majority—and with the grant of the trucking rights on the basis of "speculative" evidence which "fails to show a need for service." He feels "strongly" that the majority's approach "is directly contrary to the Congressional policy of tightening up the agricultural exemption."

THE DISSENTING COMMISSIONER conceded that administrative agencies must exercise some degree of flexibility in construing and applying the law. He hastened to add, however, that "this certainly does not warrant approaching each case in a manner which only represents a drifting away from established evidentiary principle, or issuance of operating rights which most probably will only serve to weaken the national transportation system."

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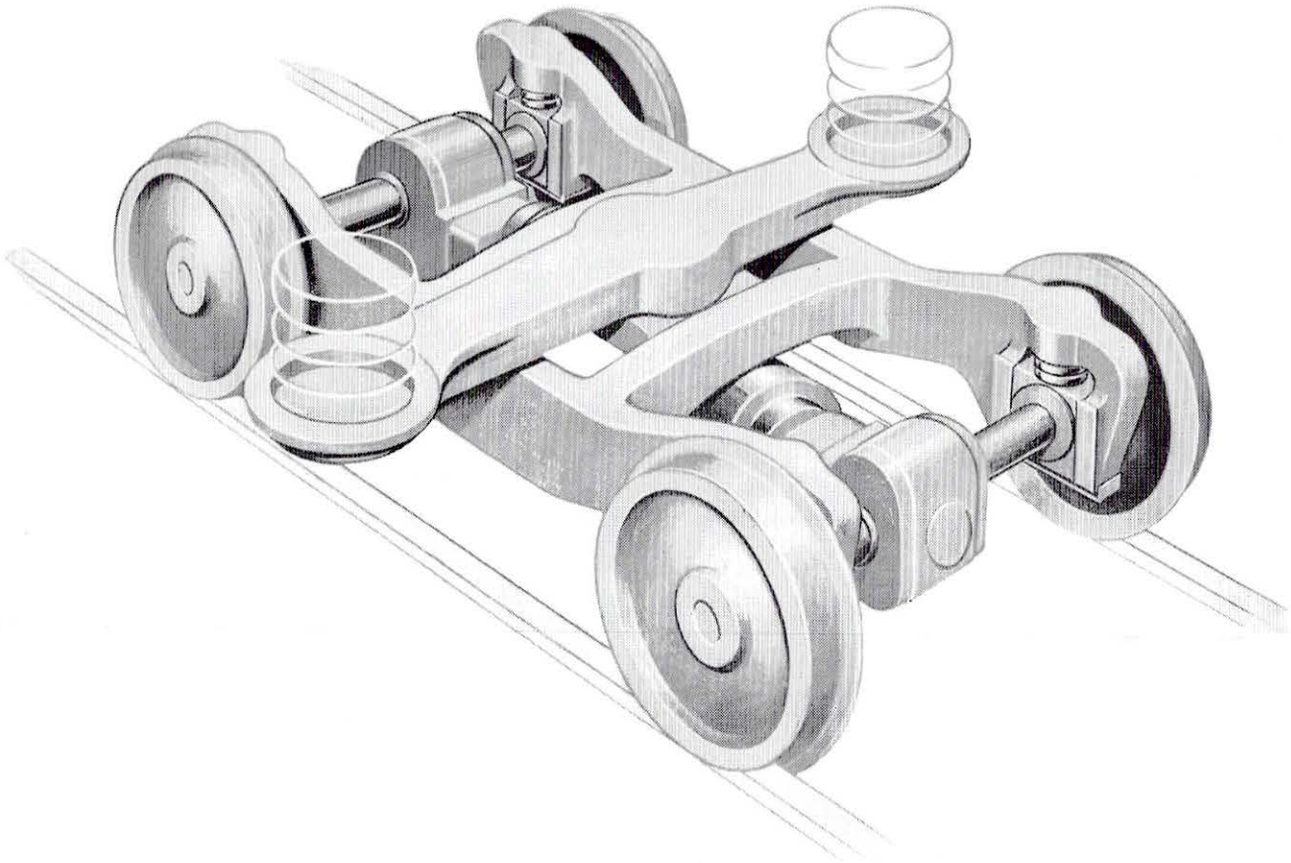

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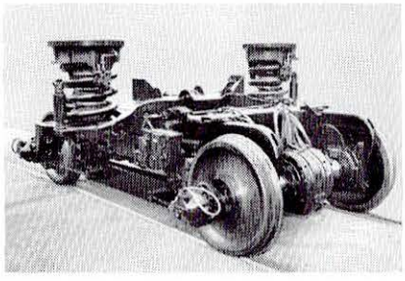

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G R Bowman

N&W Merger Has Much Support

► **The Story at a Glance: Testimony of 23 witnesses and 119 exhibits comprise the evidence in support of Norfolk & Western's proposal to merge with Nickel Plate, lease the Wabash and purchase the Pennsylvania's 111-mile line between Columbus, Ohio, and Sandusky. The evidence went into the record at the first series of ICC hearings on the proposal which were held before Examiner Lester R. Conley in Washington, D.C., from October 10 to 12. The hearings were then recessed untill October 30, when cross-examination of the N&W witnesses will be continued.**

Supplementing testimony of Presidents Stuart T. Saunders of the Norfolk & Western, Felix S. Hales of the Nickel Plate and Herman H. Pevler of the Wabash, other officers of those roads have made presentations to the ICC in support of N&W's proposal to weld their lines into a 7,400-mile system. The presentations were made at Washington, D.C., hearings before Examiner Lester R. Conley, where the Western Maryland's president, W. Arthur Grotz, also appeared as a supporting witness.

Mr. Grotz explained his position by noting that a traffic agreement had been signed to assure preservation of WM's relationships with the present Nickel Plate and Wabash. The WM president said:

"Discussions of this problem which have been in progress since early last January, have recently culminated in an agreement between N&W and ourselves not only for protection of the 'Alphabet Route' from traffic diversion, but for cooperation in keeping it competitive for the future."

The Alphabet Route is a Midwest-to-Baltimore route via the Pittsburgh & West Virginia and WM. It provides WM with between 15 and 20% of its gross revenues and is thus of "major importance" to his road, Mr. Grotz said.

Harry C. Wyatt, N&W vice-president and general manager, discussed employee-protection phases of the proposed merger. He said the three roads had agreed to the so-called Oklahoma conditions which provide generally that during the four years following ICC approval no employee shall suffer financially as a result of the merger-lease transactions.

"It is my considered opinion," the N&W vice-president said, "that the imposition of the 'Oklahoma Conditions' will protect adequately the employees who may be affected. Our studies indicate that for every position abolished as a result of the merger, lease and purchase many jobs will be available within the four-year period after the pending transactions become effective."

Nevertheless, the Railway Labor Executives' Association has intervened in opposition to the merger. Seemingly it hopes for a special agreement providing more liberal employee-protection arrangements than the Oklahoma conditions. Its counsel has referred to "pending negotiations," and it has been recalled that an RLEA-N&W agreement prompted the labor unions to drop their opposition to the 1959 merger of the Virginian into N&W.

Meanwhile, the proposed merger is supported by one labor union—United Mine Workers of America. Michael F. Widman, Jr., UMW's director of marketing and research, said the proposal is "in the best interests of the coal industry and the miners we represent." Mr. Widman went on to say UMW believes that anything which strengthens the railroads also helps coal and the men who mine it. He recalled that UMW had supported the N&W-Virginian merger and said "this position has been justified by the events of the last two years."

N&W President Saunders testified that the proposed unification would bring annual savings of more than $27 million after it had been in effect five years. These projected savings were explained in detail by Hobart L. Scott, N&W superintendent of transportation and chairman of the project's operating and planning committee. Mr. Scott also described additions and betterments planned for the new system which would cost $35.7 million.

Mr. Scott emphasized that there were no plans for abandonment of road mileage, reduction in local freight service or changes in passenger train frequency. He said total net savings of $9.95 million a year could be effected by such adjustments as consolidation of staffs, utilization of the most efficient routes for through freights, centralization of Lake Erie coal dumping facilities at Sandusky, and elimination of switching charges.

Another $6.7 million a year would be saved by consolidating motive power and purchasing departments, Mr. Scott also said. He put at $5.2 million the annual savings which would result from merging executive, law, finance, accounting, claim and public relations departments. Annual savings from combined traffic and industrial relations departments and from combined engineering, maintenance-of-way and communications departments would be $3.3 million and $1.9 million, respectively, Mr. Scott said.

N&W's chief engineer, Walter L. Young, testified that it would cost $51.2 million to reproduce PRR's Sandusky line, which N&W proposes to buy for $27 million. He set the present depreciated value of the property at $29.2 million.

Details of N&W plans for improving the Sandusky line were supplied by the former's assistant chief engineer, B. E. Crumpler. He said the planned work would cost $5.43 million. Mr. Crumpler described the Sandusky line as one of good grades and curvature, but limited to 35 m.p.h freight speeds.

Financial terms of the whole merger-lease-acquisition plan were appraised as "fair to the involved companies and their shareholders" by Ivan S. Dobson, assistant vice-president of First Boston Corporation. Mr. Dobson was employed as a financial consultant by the railroads involved. In addition to the $27 million to be paid for the Sandusky line, the terms provide for exchange of 0.45 share of N&W common stock for each share of Nickel Plate, and a 50-year lease of the Wabash with option to buy.

Other testimony on the financial plan came from financial vice-presidents of N&W and NKP—Hamilton M. Redman and C. B. Campbell, respectively; and from Wabash's vice-president and comptroller, John W. Ebert. Traffic and industrial-development testimony came from John J. Fitzpatrick, NKP vice-president, W. L. Bailes, Jr., N&W assistant vice-president—coal traffic, John R. McMichael, N&W assistant general freight traffic manager, and Horace W. Cotton, N&W assistant vice-president—industrial development. Several shipper representatives also testified in support of the merger.

Current Publications

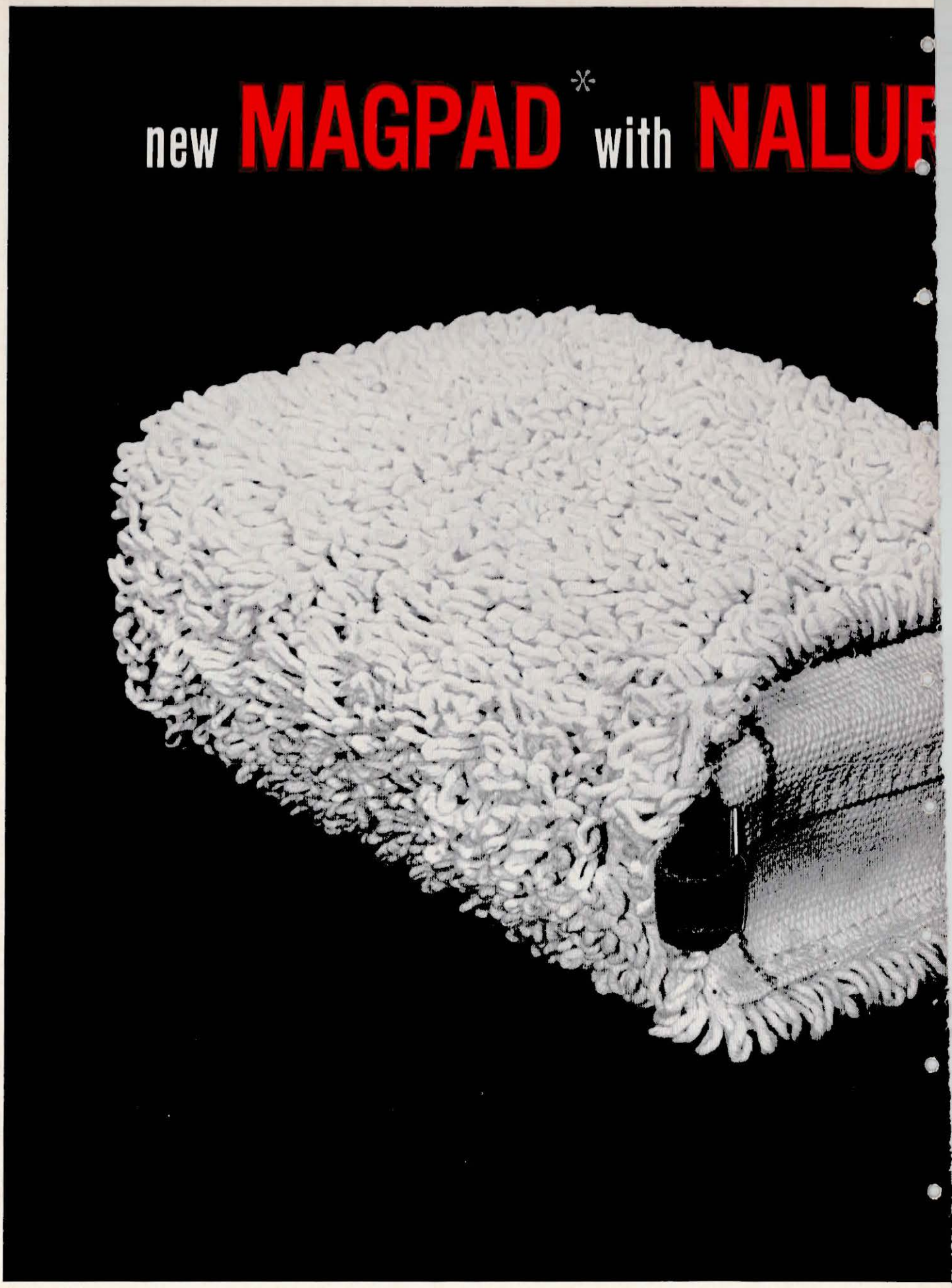
BOOKS

THE VIRGINIAN RAILWAY, by H. Reid. 208 pages, illustrations, map and profile. Kalmbach Publishing Co., Milwaukee 3. $10.

FILMS

MAINLINE TO SECURITY. A 13½-min. documentary film in color on the railroad retirement system. The film may be borrowed from Dept. RA, Information Service, Railroad Retirement Board, Room 522, 844 N. Rush Street, Chicago 11, Ill. Free.

new MAGPAD* with NALUR



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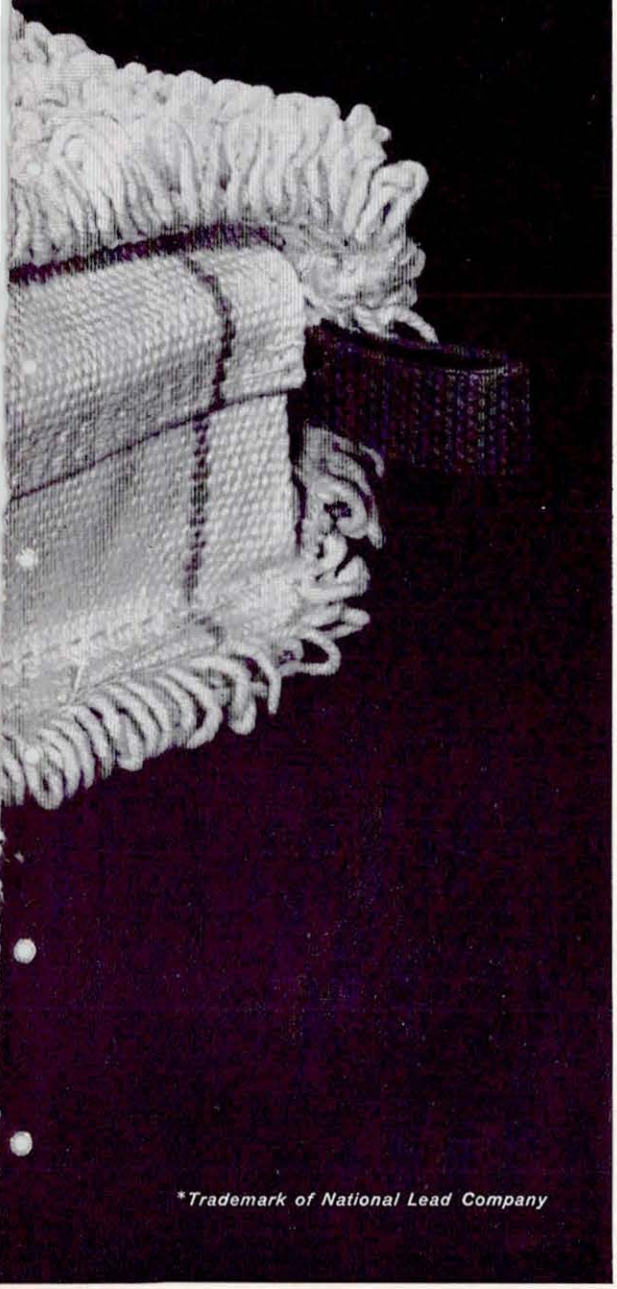

*Trademark of National Lead Company

a low-cost lubricator that also has internal wicking and lock-stitched tufted cover

The heart of the new MAGPAD is NALUR — a specially formulated acrylonitrile foam rubber developed and produced by National Lead Company. It is highly resilient, has low oil swell characteristics and excellent resistance to compression set at high temperatures.

Outer cover is a heavy high-quality chenille, lock-stitched to withstand a 10-lb. minimum pull on tufts. End closures are tough cotton belting.

Ample internal wicking is provided by 25-ply candlewick routed through ½" vertical orifices to provide unrestricted flow of oil.

Renovation—The MAGPAD with NALUR is sturdily made —its rugged construction permits renovation by any standard method in railroad use.

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EMD's GP30 Is Designed for

► **The Story at a Glance: Introduction of the 2,250-hp GP30 by Electro-Motive last week adds a higher powered model to this builder's series of general purpose locomotives. While rated 250 hp higher than any previous GP model, the new locomotive retains the standard four-axle, four-motor arrangement. Used on the GP30 are new-type traction motors, a simplified traction control system, and a central air filtering arrangement expected to reduce maintenance requirements.**

A new locomotive has been added to Electro-Motive's general-purpose diesel fleet.

The locomotive was unveiled for U.S. and Canadian railroad officers on Oct. 18 at the General Motors Technical Center in Warren, Mich. Rated at 2,250 hp, the four-motor, four-axle locomotive has been designated the GP30.

While capacity has been substantially increased and the locomotive's range extended broadly both in low-speed and high-speed freight operation, the GP30 retains the flexibility and versatility of the predecessor GP locomotives, R. L. Terrell, GM vice-president and EMD general manager, told the railroaders gathered last week for the first display of the new locomotive. "With some thirty structural and operational improvements, all aimed at increasing the locomotive's economic value, the GP30's increased capacity permits operation of present freight schedules with fewer units—two new units replace three older 1,500-hp locomotive units."

Mr. Terrell pointed out that the GP30 is completely compatible with earlier models and can be operated in multiple with them.

Prime mover for the GP30 is the General Motors 567-D3 diesel featuring a turbocharger which is driven directly from the engine gear train at low engine speeds and operates as a free running turbine powered only by the engine's exhaust at higher speeds. This arrangement is designed to maintain engine efficiency at high altitudes with little or no reduction in rated horsepower. The GP30 has lower specific fuel consumption than the present turbocharged GP20, it was reported by EMD spokesmen.

New features on the GP30 include the following:

- Higher capacity traction motors.
- "Single-package" pressurized engine cooling system.
- Inertial-type air filtration system eliminating carbody filters.
- Improved running gear.
- Increased dynamic braking capacity.
- Greater fuel capacity.
- Water-cooled air compressor with high-capacity crankcase.
- Sealed high-voltage electrical cabinet with static load control and programming switch.
- Improved and simplified high-speed wheel-slip control.
- Improved weight distribution and improved balancing of locomotive components.

"These and other improvements provide a further significant reduction in scheduled maintenance for the GP30 as compared with the GP20, the 2,000-hp locomotive introduced by EMD in May 1959," Mr. Terrell said. "An important economic feature of the new locomotive is the fact that it can be purchased through Electro-Motive's 'Locomotive Replacement Plan' with greater savings to railroad customers than ever before."

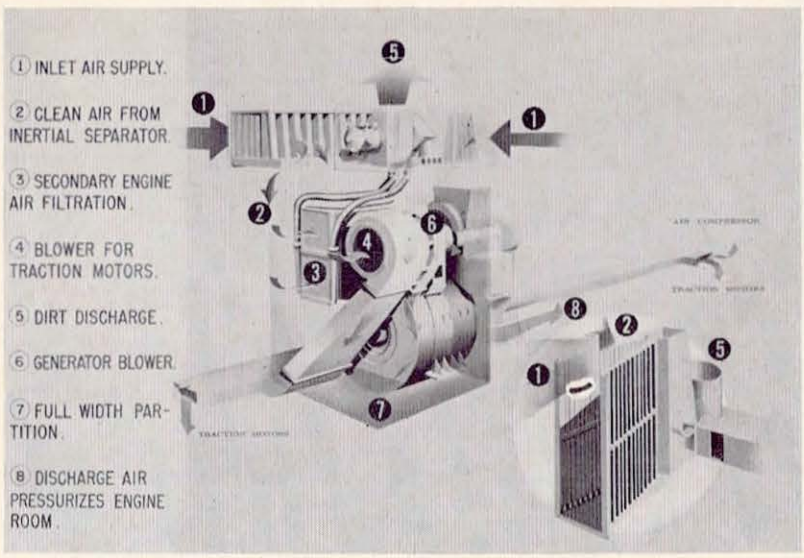
The plan, under which, for example, railroads turn in 12- to 16-year-old 1,500-hp GM units so that certain long-life parts may be remanufactured and incorporated in a replacement locomotive can offer excellent return on investment, Mr. Terrell said.

While the diesel engine used on the GP30 is a model previously utilized in locomotive service, the traction motors are a new design. This D-57 motor has a 965-amp current rating as compared with the 900-amp rating of the D-47 motor which has been standard on recent Electro-Motive road-switching locomotives.

New manufacturing techniques and modified insulating materials produce an armature which is expected to reduce maintenance and give improved performance. Brush holders are fitted with constant pressure springs, which are also expected to cut the commutator servicing requirements.

Traction motor gear cases have been redesigned to retain the gear lubricant even when they have been over-charged with grease. Motor support bearings are

COMPLETE AIR CLEANING


1 INLET AIR SUPPLY.
2 CLEAN AIR FROM INERTIAL SEPARATOR.
3 SECONDARY ENGINE AIR FILTRATION.
4 BLOWER FOR TRACTION MOTORS.
5 DIRT DISCHARGE.
6 GENERATOR BLOWER.
7 FULL WIDTH PARTITION.
8 DISCHARGE AIR PRESSURIZES ENGINE ROOM.

Central air cleaning system replaces all of the conventional panel-type filters on the locomotive with one inertial-type filter and one centrifugal filter, both completely self cleaning. A single blower supplies air to the main generator, traction motors and air compressor. Discharge from the generator pressurizes the engineroom, making it unnecessary to install special equipment to exclude snow and dust.

Heavy Drags and Fast Freights

WIDE RANGE of operating demands can be met by new locomotive; it can be operated in multiple with older units.

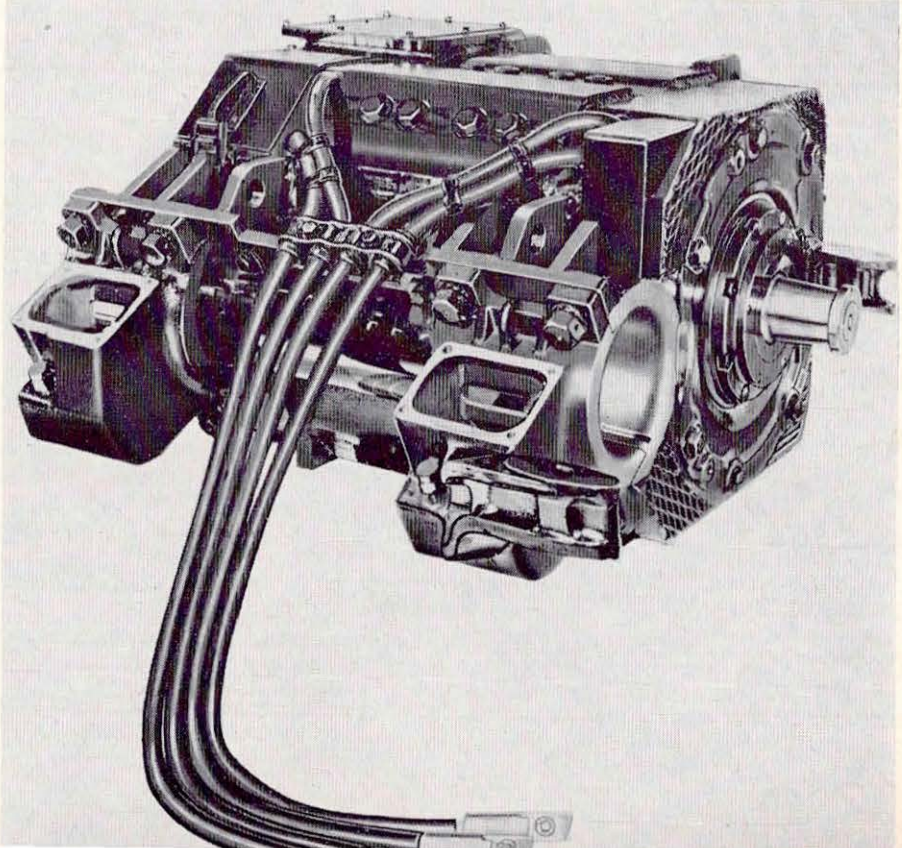
also said to have greater flange life because of the improved lubrication.

Traction controls have been redesigned to achieve static main generator excitation and simplification of the method for making traction motor connections, traditionally accomplished by a series of power contactors.

The static excitation system for the D22 main generator utilizes a magnetic amplifier to rectify and regulate the current for the separately excited main generator field. It makes possible fast loading of the generator for switching operations. Control current for this is supplied from the alternator rather than coming through a heavy-duty rheostat from the d-c auxiliary generator as has been standard on earlier locomotives.

Static excitation also increases the excitation capacity to meet the higher horsepower requirements of the GP30. Stepping up the generator output from 2,000 to 2,250 hp made this necessary.

Dynamic braking effort is increased by making the dynamic brake limiting regulator a part of the low power drive circuit of the magnetic amplifier. As a result, generator output can be increased from 600 to 975 amp during braking. This increased excitation steps up the retarding effect produced by the traction motors. Engine speed is also in-



HIGHER CAPACITY traction motor incorporates some new insulation; components have also been redesigned. Current rating is 965 amps for this D-57 type.

creased to give greater cooling, and grid resistances have been made larger.

Construction of the magnetic amplifier and load regulator is considerably less complicated than the arrangements previously used. Power consumption is also much lower.

To reduce the number of power contactors, the locomotive control system now has a programming switch, a multiple-pole, cam-operated arrangement which makes possible six motor field shunting steps, using only three contactors in place of the six formerly standard.

Efficiency of generator, traction motors and engine is increased by supplying them with clean, oil-free ambient air under all operating conditions. This comes from the central air-filtering system which eliminates all conventional carbody filters with the self-cleaning inertial-type filter. Secondary filtration of the engine's combustion air is accomplished by a centrifugal filter which is also self-cleaning.

Air is admitted at the top of the locomotive on both sides where dirt is at a minimum. A small motor-driven blower exhausts the air removed by the dirt separators through the roof of the locomotive.

In place of the four conventional traction motor blowers, a single blower supplies this cooling air. A second blower gives filtered ventilation for the main generator. After passing through the generator, the air pressurizes the engine room to insure that this area will remain clean.

Clean ambient air is also supplied to the sealed high-voltage cabinet. This cabinet is sealed, according to EMD, because it requires maintenance only every five years.

Like most recently built road switchers, the new GP30 has the low-profile short hood ahead of the cab. In the cab (see cover photograph) is a new unitized control stand which has been specially developed for the locomotive. Combining the air brake and locomotive controls in one panel, it is intended to simplify operation of the locomotive for enginemen.

In recent years the road switcher locomotive, which Electro-Motive calls the general purpose type, has been the almost universal choice of railroads. In 1949 EMD introduced its first road switcher, the 1,500-hp GP7. This four-axle, four-motor unit was followed by the six-axle, six-motor 1,500-hp SD7. In 1954 the 1,750-hp GP9 took the place of the GP7 on EMD production lines. Since 1959 there have been two types of four-axle, four-motor road switchers available from EMD. One is the GP18, an 1,800-hp version; the other is the 2,000-hp GP20. Also available is the 2,400-hp SD24 with six axles and six motors.

Discussing the locomotive replacement plan which is aimed primarily at the road freight units built in the immediate post-war years, Mr. Terrell last week pointed out that many components can be reused in replacement locomotives. "The reason that certain long-life pieces can be reused," he explained, "is due to the long-established engineering policy at Electro-Motive which requires that all improvements in components must be applicable to earlier models. Thus, the customer's investment in older motive power has been protected to a degree far beyond that which could logically have been expected at the time of purchase."

RAILROADING AFTER HOURS WITH JIM LYNE

RRs NEED MORE PORTERS?—I see where President Randolph of the Sleeping Car Porters wants railroads to spend a lot of money to upgrade their passenger service. Mr. Randolph suggests two attendants per coach, to serve free meals.

Aside from the cost of the groceries, two attendants would get better than $32 for 8 hours which, if equivalent to 300 miles run, would mean that the cost per passenger (at 30 passengers per coach) would be better than $1 each. Maybe some passengers would rather skip the $1 extra cost and worry along without the added service of the attendants.

The difference in labor economics between planes and trains seems to have escaped Mr. Randolph's scrutiny. Suppose the coaches had 50 passengers each—two cars for 100 passengers, 4 attendants 16 hours each on a Chicago-New York run—an average of 38.4 attendant-minutes per passenger. A jet plane with 100 passengers making the same trip in 2 hours with 2 stewardesses would require 2.4 stewardess-minutes per passenger. Personal service to passengers comes a lot cheaper at 500 mph than at 60 mph.

GOOD CONDUCTORS—I have a fine letter from an ACL conductor, as a rejoinder to the crack appearing here October 2 on high pay to slowpoke conductors. We'll print this conductor's letter if he consents. Anyhow, he believes the training that train employees get in their student days has a lot to do with their subsequent attitudes.

Having grown up in a family with a conductor at its head, I have full sympathy for the craft. What bothers me is that these jobs just don't seem to be set up to distinguish properly between the good performers and the careless ones. To my observation, a first-rate train captain is easily worth twice the pay of a listless one—but he doesn't get it. There ought to be some way of rewarding the top performers—at least in public recognition of their accomplishments, if monetary compensation is impracticable.

DAILY PRICE CHANGES—I've been reading an article telling how a large retailer of photo supplies makes an immediate punch card record of each sale—with a daily summary showing an inventory of each item and how fast or slow it is selling.

The card also indicates wholesale costs and sales commissions—so the manufacturer knows at once whether, on a slow-selling item, he can afford to make a price reduction. In short, this retailer has a critical daily look at every price in his shop—and makes daily adjustments (on precise data, not guesswork), enabling him to keep constantly in the best possible profit and competitive position.

Some difference from the railroad business, where it may take months and months to change a price that competition indicates is urgent.

SALES-MINDED UNION—The Lithographers' union has spent a lot of its money to set up an up-to-date color lithograph machine in the lobby of Grand Central Terminal, New York. The purpose is to display, and to promote the sale of, the product that union members produce. The union's head is quoted as saying that, if the effort should increase the lithographing business a half of one per cent, the result would mean $5,000,000 in added wages to union members.

On the railroads, if unions were to engage in sales promotion which would add a half of one per cent to railroad revenues, the result would be almost $24,000,000 more in railroad employees' paychecks (since railroads' wage payments are about 50% of their revenues).

Monroney Urges 'Hoffa-Bill' Drive

Senator Monroney of Oklahoma, a member of the Senate Commerce Committee, has urged the trucking industry to "make Congress understand" the industry's need for enactment of Senate Bill 1197 which, the railroads say, would emasculate the 1958 Transportation Act's rate-freedom provision. While S.1197 is supported by truckers and water carriers, too, it has become known as the "Hoffa" bill because of the enthusiastic support it has from James R. Hoffa, president of the International Brotherhood of Teamsters.

Senator Monroney made his plea in an address to the board of directors of American Trucking Associations. He was one of the eight senators on the losing side of the Commerce Committee's 9-to-8 vote against making a report on the bill in the closing days of this year's session of Congress which adjourned last month (RA, Sept. 25, p. 10).

Referring to the committee's hearings on the bill, Senator Monroney said: "I must say in all frankness that there was little evidence that the trucking industry as a whole recognized the implications of what was happening to some of its members. I am convinced that once the motor carrier industry understands the issues involved, its members will make the Congress understand them."

The senator also referred to ICC testimony at the hearings, saying "assurances" received from the Commission led the committee to defer further action on the bill until next year. The senator said:

"The Interstate Commerce Commission in its testimony before the committee clearly confirmed the view of the sponsors of S.1197 that the 1958 amendments made no change in the well-established rule of ratemaking. It was this declaration . . . of the Commission that it intended to enforce the statutory prohibitions against discriminatory and destructive rates which led the Commerce Committee to defer action. . . . This problem can be solved without legislation only if the Interstate Commerce Commission discharges the responsibility delegated to it by Congress; only if regulatory policy is again made by action of the Commission, and not by inaction of the Suspension Board."

Previously, the senator had assailed "selective rate-cutting" by railroads, which the Commission "has permitted to continue unchecked." He spoke of the "desperate concern" about this among those senators who are sponsoring S.1197; of the losses in traffic experienced by automobile transporters; and of the railroads' out-of-pocket-cost-plus approach to competitive ratemaking. He also said the Commission's decision approving Plan III piggybacking had made the situation "even more critical." Plan III is transportation on railroad flat cars of trailers supplied by shippers.

Three days before the senator made his speech, Commissioner Webb told ATA's Private Carrier Conference that the public "is going to derive enormous benefits from Plan III piggyback rates." The commissioner added:

"Plan III is specially designed to meld the major service advantages of private carriage and the line-haul cost advantages of common carriers. The plan is readily adaptable to the trucking industry. We have always had regulated motor carriers who move commodities in shippers-owned vehicles and some of them have now proposed terminal-to-terminal truck rates."

NH Discounts Tax Warning

The trustees of the bankrupt New Haven have indicated that they believe economy and efficiency, not tax relief, must be the criteria for curtailment of the road's services.

"The trustees are charged with the duty to operate the railroad as economically and efficiently as possible," the trustees said, in reply to a report on the railroad issued by the Interstate Staff Committee representing the governors of New York, Connecticut, Rhode Island, and Massachusetts, the mayor of New York City, and the county executive of Westchester County.

"Whenever it appears to the trustees that a change in service of any kind will further such operation," the trustees continued, "they will not hesitate to propose the change."

The Interstate Staff Committee report had warned the New Haven that too drastic a curtailment of services could result in loss of tax relief granted by the four states. The group said the line could lose $6,200,000 in tax relief voted this year. It explained that this aid was conditioned on the maintenance of adequate service.

Although the railroad pays no real estate taxes while in bankruptcy, those not forgiven remain as claims against it.

Meanwhile, the road's trustees—Harry W. Dorigan, William J. Kirk, and Richard J. Smith—have asked the Federal District Court in New Haven to allow them to borrow $15,000,000 in two installments to keep the road running for a year.

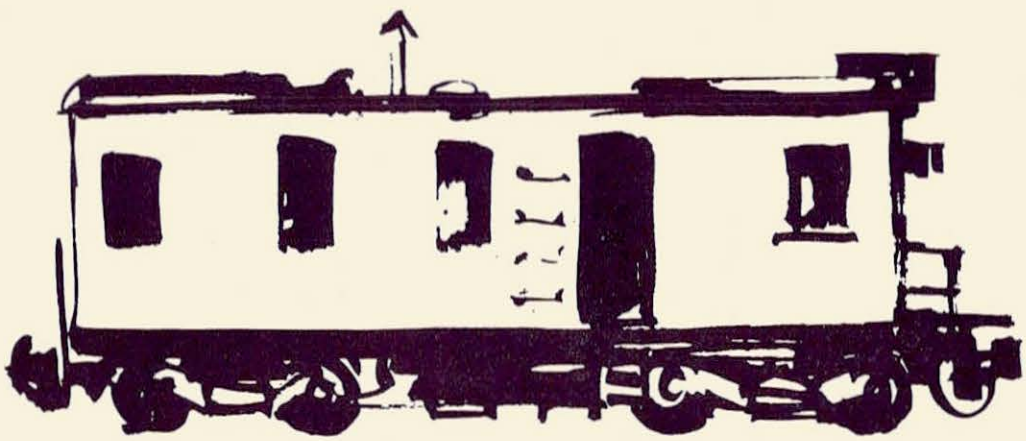
The trustees contend that, unless they can borrow $7,500,000 immediately, the railroad will have to close down by December. The full $15,000,000 will be needed within the next twelve months.

One Ship Carries Two Railroads

What may be the largest transoceanic shipment of railroad equipment ever carried in a single vessel is now en route from the United States to Liberia in the "Seatrain New York."

The steamer's $2-million cargo includes 12 locomotives, 195 cars, and some 600 tons of rail, switches and track accessories, plus miscellaneous construction materials. In Liberia, the cars and locomotives will equip two complete construction railroads. One of these will be used to build a new ocean port at Buchanan about 50 miles southeast of Monrovia. The other will be used to construct a heavy-duty line from Buchanan to a new iron-ore development in the Nimba Mountains, 165 miles inland.

This $200-million ore development is a project of Lamco, an international joint venture of American and Swedish steel interests and the Liberian government. Necessary port and railroad construction will be handled under a $49-million contract by Raymond International, Inc., which owns the "Seatrain New York's" cargo, and chartered the ship, for the voyage, from Seatrain Lines. Most of the cars and half the locomotives came from the recently-abandoned L&NE. Rail was supplied by Foster International Corp.



THE COMPANY THAT BROUGHT YOU THE FIRST DIESEL NOW BRINGS YOU THE NEWEST

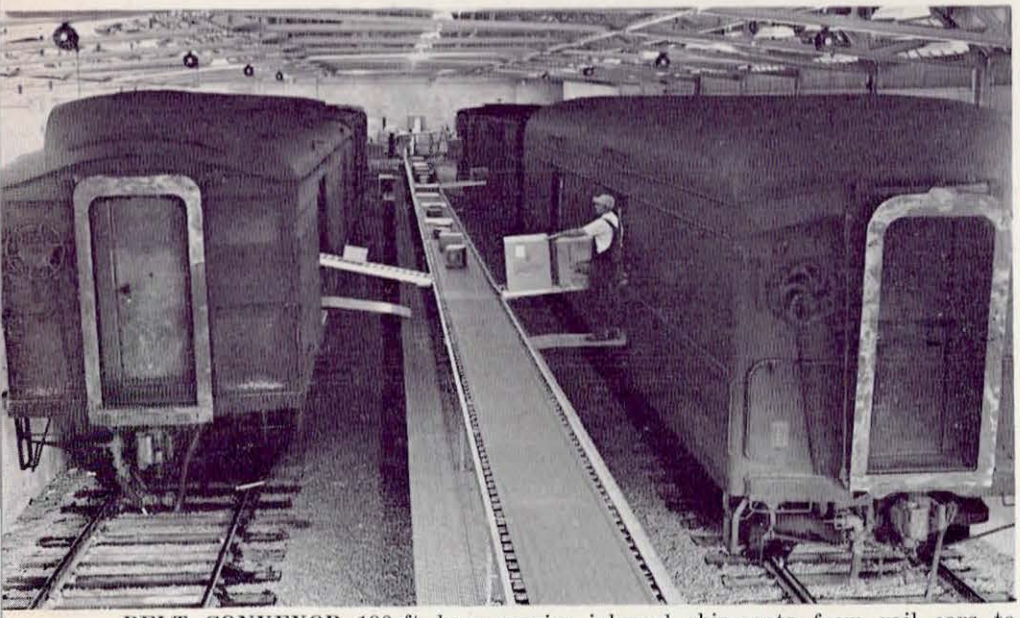
The newest ALCO locomotive* is the only unit to deliver 2000 hp for traction from a 12-cylinder engine. The engine is the ALCO 251C, latest development in the proven 251 series. Now, for the first time, railroads can realize the ton-mile capacity of 2000-hp units, without added cylinders and increased operating cost.

*Four-motor, DL-721. Six-motor, DL-722. Available either new, or rebuilt through ALCO's Reprofiting program.

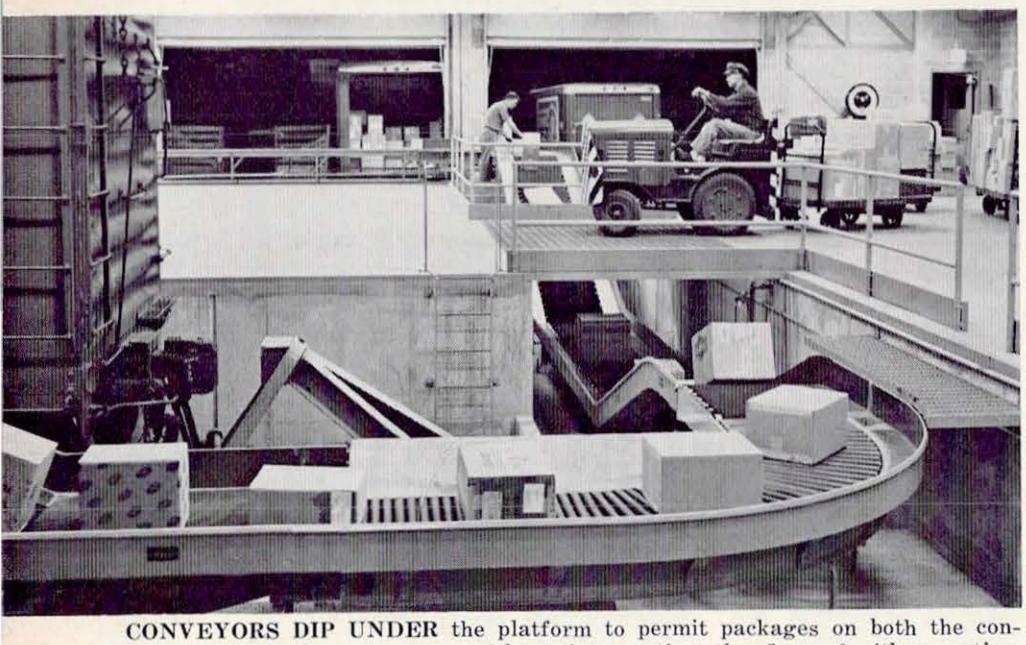
ALCO **PRODUCT QUALITY COMES FIRST**

Harrisburg's REA Facility Is Opened

HYDRAULIC LIFT BRIDGE spanning double-track entrance to rail unloading platform is raised for movement between platforms, lowered for rail cars.



BELT CONVEYOR 190-ft long carries inbound shipments from rail cars to main conveyor line for processing for transfer or delivery route loading.



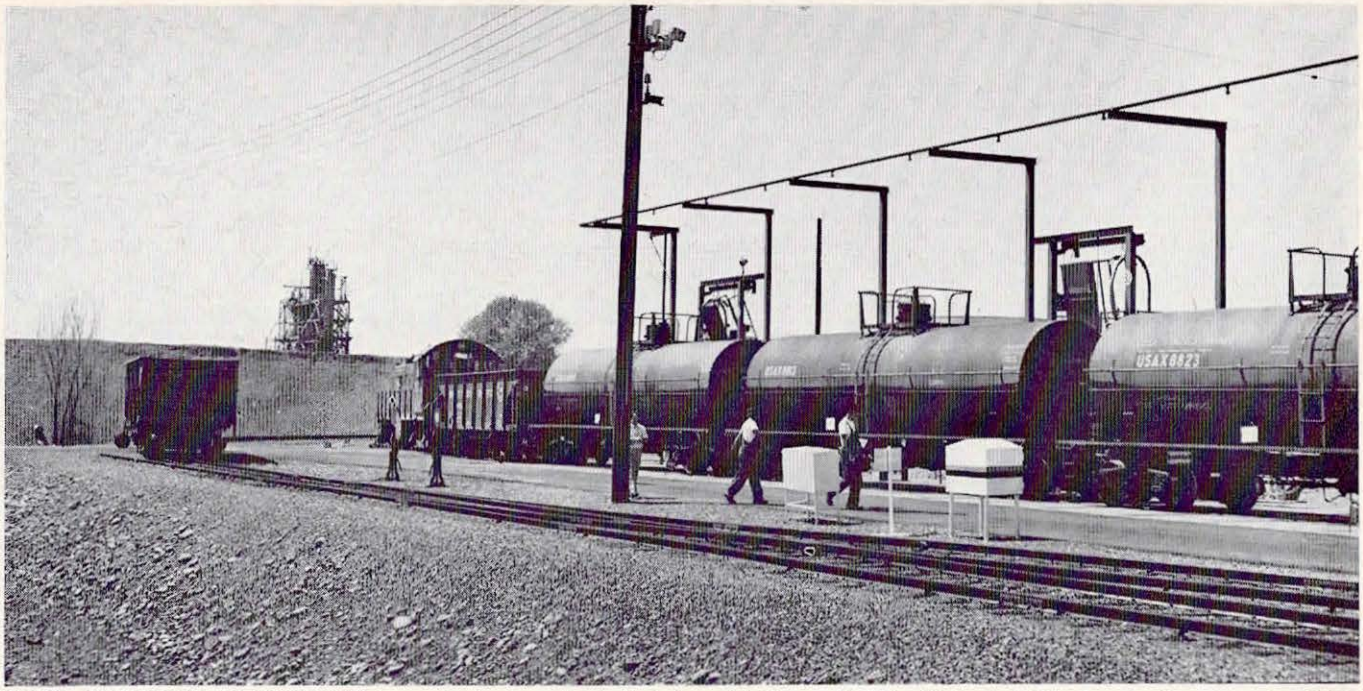
CONVEYORS DIP UNDER the platform to permit packages on both the conveyor and platform to cross without interrupting the flow of either section.

Eighth to be completed in the series of "key-point" terminals REA Express is building across the nation is the new terminal opened adjacent to the PRR passenger station at Harrisburg, Pa., on Sept. 28. The terminal provides pickup and delivery service within the city limits and to 16 surrounding points. Additionally, seven express over-the-road truck and trailer routes link the rail terminal with 33 other communities in the surrounding area.

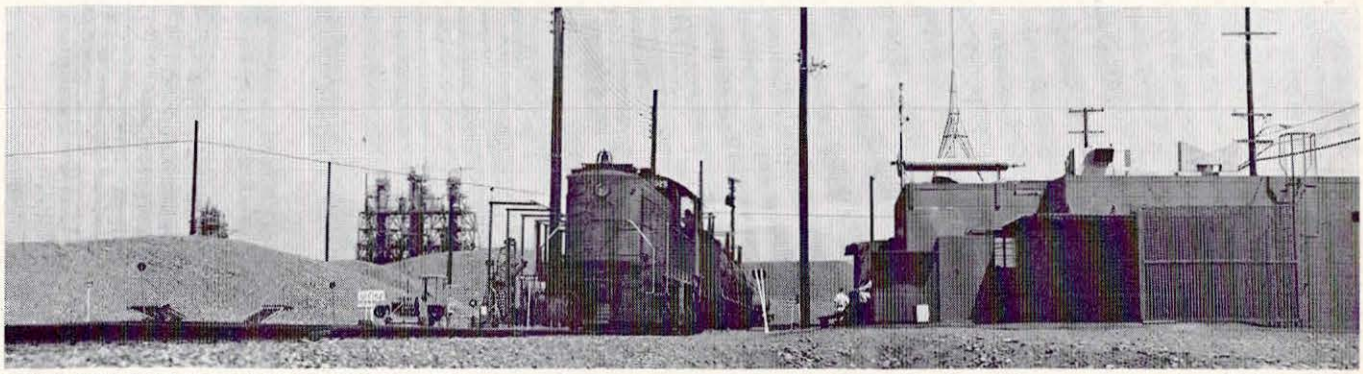
Like all of REA's key-point terminals, the Harrisburg facility is designed to speed handling of both inbound and outbound express shipments. A one-level structure of a special design that eliminates all interior supporting columns, the 350-ft-long and 100-ft-wide facility can handle 14 60-ft express rail cars at one time. There are two inside-the-terminal tracks for unloading and an outside track along the rail loading platform. For greater flexibility and prompt handling of shipments during peak operating periods, an extra rail siding, running parallel to the outside track, permits "through-the-car" loading from the terminal when necessary. The 256-ft-long by 100-ft-wide terminal platform accommodates 26 PUD route vehicles and highway trailers at one time.

A 590-ft U-shaped conveyor "nerve system" made up of a combined belt, powered roller and gravity roller is the heart of both inbound and outbound operations. Extending from the central area for unloading rail cars to a main conveyor belt for transfer or delivery route loading, the conveyor system operates on two levels, ducking under the platform to avoid delays.

Another innovation at Harrisburg is a specially designed hydraulic lift bridge spanning the 34-ft width of the double track entrance to the rail-car unloading platform. Electrically controlled, the bridge rises to platform level for movement of loads up to 10 tons between platforms. The bridge drops to ground level for movement of rail cars. In ground position, it has a capacity of 50 tons.



FUEL FOR ROCKET ENGINES is ready to be unloaded at Aerojet General's Liquid Rocket Plant near Sacramento, Calif.



TEST STANDS FOR TITAN II MISSILES are tall structures at left. Air Force Trackmobile moves cars last 200 yards.

Rocket Fuel Supplied by Rail

Aerojet General Corp., a major influence in the development of rocketry for the space age, depends on an earlier form of transportation—railroads—to keep rocket fuel arriving on schedule for Titan II missile engine tests.

Titan II, a second generation intercontinental ballistic missile being developed for the Air Force, uses propellants which ignite on contact, but which can be stored in missile tanks for a long period of time before launching. The fuel is a combination of unsymmetrical di-methyl hydrazine and hydrazine, using nitrogen tetroxide as the oxidizer.

Starting last fall, when a 5.2-mile spur track from the main Southern Pacific line was built to Aerojet's Liquid Rocket Plant near Sacramento, SP has served the LRP test area on a once-daily week-day schedule. The train enters the LRP test area by prearrangement, usually from 11:30 a.m. to 12:30 p.m. The train and its crew are on Aerojet property normally less than two hours. While in the area, the train spots full cars and removes empties. An average of three to five cars is delivered on each trip. Within the propellant unloading area is a parallel track 800 ft long, with one cross-over so constructed that fuel cars can be shunted around the oxidizer unloading facility to the dead end.

At the present time, 28 cars are used to supply hydrazine from the Lake Charles, La., and Saltville, Va., sources. Twenty-five cars supply nitrogen tetroxide from the Hercules, Cal., and Hopewell, Va., producers, and 30 cars supply unsymmetrical di-methyl hydrazine from the Baltimore, Md., producer.

Cars have been spotted in the Nimbus unloading facility as early as seven days after leaving Saltville, six days after Lake Charles, eight days after leaving Baltimore and eight days after leaving Hopewell.

Within the plant, ICC regulations form the basic rules for car movement; for example, the train can move the three propellants—the two constituents of the fuel and the oxidizer—on the same train if the fuel and oxidizer are separated by two neutral cars.

CAR SLEEPER SERVICE is provided on the French National Railroads for auto travelers who prefer to continue their trips around the clock rather than stop for the night. Rates depend on length of trip, size of car and sleeping accommodations selected. Reservations, which must be made six weeks in advance, are required both for autos and for passenger berths or compartments. Baggage may be left in the locked car or its trunk.

CURRENT RAILROAD QUESTIONS

Piggyback for Private Autos?

A correspondent of this department, in a recent issue, proposed the "Autotrain" as a new approach to passenger service. The correspondent, W. D. Edson, proposed that railroads provide equipment that would appeal to the private motorist who now uses "turnpike" and "thruway" toll roads for most of his travel. Mr. Edson, an industrial engineer, included with his proposal figures that indicated that for a round trip of 780 miles a day, a locomotive and 24 cars roughly similar to present bi-level auto rack cars would be able to earn, with an 80% load factor, in the neighborhood of $2,411,000 a year as against full costs of $1,565,000 a year, which would give a 92% return on estimated investment of $910,000.

An important feature of the service Mr. Edson proposed is that the motorist himself would drive on board and would then remain in his own car. Mr. Edson pointed out that today's automobiles include a sizeable investment by the owner in comfortable interiors, which it would be wasteful for a railroad to attempt to duplicate in its own seating and appointments in conventional coaches and parlor cars if autos were carried.

The Autotrains of Mr. Edson's proposal would be able to handle also—on single-deck flat cars—buses, express trucks and mail trucks. Buses, he suggested, could use the Autotrain between outskirts of large cities and could use highways from terminal cities to smaller points.

Here are several letters from readers commenting on Mr. Edson's proposal. In a future issue, we'll have more comments. Most of the reaction to Mr. Edson's proposal has been favorable, like the letters here.

Some readers, however, have questioned both the concept and the economics of the Autotrain as Mr. Edson presented them (RA, Oct. 9, p. 16). One reader points out that no "gadget," however novel or economical it may be, can solve the passenger problem unless the man who requires transportation also wants to travel by rail. We'll present these points of view in future appearances of this department.

In the meantime, let's have your opinions. Is there a place for piggyback for private autos? Can railroads compete with toll roads for automobiles as well as for truck trailers?

To the Question and Answer Editor:

I have read with much interest your articles on "Piggyback for Private Autos?" [RA, Aug. 28, p. 46, Sept. 4, p. 17, Oct. 9, p. 16].

None of these articles mentioned the successful operations of the French National Railroads' Car-Sleeper Expresses, which in our opinion constitute an answer to the problem of piggybacking private autos.

May I remind you that this service has been offered by our company since 1957 . . . during the summer season, when vacationers are on the road. In the United States, it could probably be applied also during the winter, when snow storms and icy roads make driving hazardous.

But, contrary to Mr. Edson's idea of the "Autotrain," the French railroads feel that such trains will not and cannot replace day travel. Our purpose is mainly to enable the automobilist to make the most boring portion of his trip overnight, thereby saving precious time.

For instance, we provide such services for drivers who wish to go from Paris to the Riviera (about 650 miles). They may board their train in

Paris—their autos being loaded on two-level cars coupled to sleeping cars —spend a restful night in a sleeper, and continue their journey by car through the scenic south the following morning from Avignon (460 miles from Paris). Thus, instead of spending time to rest in a motel, the driver continues his trip, while provided with the same rest he would have found in a motor court.

On the various domestic and international routes where this service has been provided, it proves very successful and highly appreciated by car owners. Therefore, we intend to further improve and extend it by introducing new equipment capable of carrying more automobiles and by running these trains at speeds up to 87 mph.—*Dagobert M. Scher, manager research, French National Railroads, New York.*

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To the Question and Answer Editor:

The recent article regarding "Piggyback for Private Autos" has been read with interest.

It has been one of my thoughts for some time now that the railways are again missing an opportunity of using their facilities to transport the public. The author of this article has very ably outlined the possibilities of such a project. Although it does appear to be romancing an idea, I certainly hope that some energetic and aggressive railway executive allocates a specific area and tries out this idea.

I am sure that somewhere in the United States, or in Canada, there is a location ideally suited for a test such as "Autotrain" for private cars.—*A. J. Moore, president, Canadian Bronze Co., Ltd., Montreal.*

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To the Question and Answer Editor:

If the "Autotrain" method described in Railway Age were used, it would replace the present passenger trains. Would this discourage people who do not want to travel in their own automobiles from using the railroads? Or could coaches also be provided for these people?—*Jim Noeltner, Edwardsville, Ill.*

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To the Question and Answer Editor:

On the subject of "Piggyback for Private Autos," the proposal of Mr. Edson for the "Autotrain" [RA, Oct. 9, p. 16] is as promising an idea as I've seen for a long time.

The chief drawback is that the motorist is imprisoned in his auto except at "division point crew changes and inspections, and when the train is accelerating and decelerating." There is no provision for sleeping accommodations.

It would require no radical changes in design to correct these two defects. Remember that the Autotrain will be in competition not only with the highway itself but also with the modern roadside motel.

Two other minor points could be noted. In the Autotrain "Service Car," the snack counter is located practically in the lavatory, something that will displease the fastidious. There is no provision for powering the auto's radio, a feature important to most motorists; this could be done simply.

I hope we shall hear more about this scheme.—*Southworth Lancaster, Cambridge, Mass.*

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To the Question and Answer Editor:

Mr. Edson's system of automobile piggyback sounds intriguing and practicable. However, there is one possible drawback . . . which can be avoided by careful planning.

If the first of Mr. Edson's piggyback cars are added to the consist of existing passenger trains, they will inherit the excessive crews employed on the trains, and eventually die of high labor costs. If, on the other hand, the new cars are used in new "piggyback only" trains on separate schedules, and are operated from the onset with no crew members (other than those in the cab), labor costs cannot become a problem. Let us not repeat the mistakes made years ago when firemen were used on the first diesel locomotives. There is no real need for a crew on the train Mr. Edson describes. If food service is provided, it can be operated and staffed by a chain cafeteria with no employees on the railroad company's payroll.—*James D. Quigg, Jr., Department of Research, Swift & Co. Phosphate Center, Bartow, Florida.*

Truck-Mounted Unit Brake?

To the Question and Answer Editor:

As a regular reader of Railway Age and the Question and Answer department in particular, I've been very gratified at the fine new ideas which have been put forth there from time to time. The recent "Autotrain" is really a step in the right direction, and I'm anxious to see this concept developed further [RA, Oct. 9, p. 16].

However, in this letter, I'd like to raise a question about more down-to-earth matters of hardware, a field in which the new Wabcopac* brake unit assembly (RA, Sept. 11, p. 66) seems to have considerable merit. Some of my friends in the operating department complain regularly that the conventional air brake system is really too crude for today's conditions, particularly in electronic hump yards. Conventional brakes all too often do not release completely, or the rigging binds on a curve, stalling the car. This makes it necessary to send a trimmer engine into the yard, with resulting increase in cost and delay in classification to the remaining cars. It would seem that this unit brake, with all moving parts contained in the truck, would avoid this problem of binding or dragging brake rigging.

In a British publication, I see that British Railways are experimenting with disc brakes on their freight cars, using the wheel itself as the disc, with braking being applied to the back of the wheel flange as well as to the front of the wheel face by the usual clamp-type device used on disc brakes. Such a brake can be body-mounted with the four-wheel freight car used by British Railways.

It would appear to me that by combining the above two braking systems we might evolve a truly modern and useful brake system for high-speed, high-capacity freight cars. A truck-mounted, clasp-type disc brake system using the wheel as the disc might be a notable improvement, and ought to be tested by our manufacturers and carriers. I should think that one relatively small cylinder in each truck would suffice, but I'd like to hear what the air brake manufacturers might have to say.—*J. William Vigrass, Union Pacific, Cleveland, Ohio.*

*Registered trademark of Railroad Friction Products Corp.

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N. Y.

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1961

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1961	Total 1960	Operating Expenses: Maint. Way and Structures: Total 1961	Total 1960	Deprec and Retirements	Maint. Equipment: Total 1961	Total 1960	Deprec. and Retirements	Traffic	Transportation	Total 1961	Total 1960	Operating ratio: 1961	1960	Net from railway operation	Railway tax accruals	Net Railway operating income: 1961	1960
Akron, Canton & Youngstown	Aug.	171	498	....	510	490	60	54	6	76	78	16	47	165	394	381	77.3	77.7	116	58	27	31
	8 mos.	171	3,546	....	3,627	3,977	411	457	45	599	625	128	347	1,227	2,952	3,092	81.4	77.7	675	406	147	274
Alabama, Tennessee & Northern	Aug.	214	211	....	213	198	49	56	6	17	13	6	5	72	146	153	68.5	77.6	67	18	7	—7
	8 mos.	214	1,761	....	1,791	1,843	391	436	57	103	110	46	37	639	1,199	1,304	66.9	70.8	592	138	52	37
Atchison, Topeka & Santa Fe	Aug.	12,996	41,102	4,555	50,818	49,362	7,448	7,248	957	10,568	11,387	2,751	1,430	19,192	41,270	42,376	81.2	85.8	9,543	5,222	3,409	2,299
	8 mos.	13,001	335,646	28,050	402,126	414,147	52,337	53,656	6,748	79,797	86,047	21,430	11,583	146,759	309,859	323,562	77.1	78.1	92,267	53,891	30,704	30,366
Atlanta & St. Andrews Bay	Aug.	81	321	....	330	268	34	24	3	26	31	8	7	78	168	155	51.0	57.9	162	70	45	26
	8 mos.	81	2,335	....	2,404	2,420	230	263	28	214	231	64	56	593	1,289	1,330	53.6	54.9	1,115	484	309	307
Atlanta & West Point	Aug.	93	240	26	310	308	41	40	8	49	48	15	18	131	263	260	84.9	84.5	47	17	—1	1
	8 mos.	93	1,817	166	2,353	2,460	273	327	67	387	398	119	149	996	1,978	2,085	84.1	84.8	375	129	11	24
Western of Alabama	Aug.	133	264	23	322	329	44	50	12	59	53	20	20	137	281	283	87.3	86.1	41	28	7	6
	8 mos.	133	2,124	153	2,563	2,663	339	366	95	450	471	156	168	1,086	2,219	2,294	86.6	86.2	345	194	93	63
Atlantic Coast Line	Aug.	5,579	10,511	1,196	12,640	12,362	1,334	1,402	171	2,382	2,581	652	510	5,131	10,109	10,592	80.0	85.7	2,531	1,400	857	327
	8 mos.	5,572	88,285	10,601	107,122	111,843	12,134	14,935	1,381	19,566	20,310	5,530	4,195	42,782	85,167	89,384	79.5	79.9	21,954	10,700	6,271	6,427
Baltimore & Ohio	Aug.	5,901	29,053	1,326	33,007	32,021	3,900	3,601	433	5,440	5,934	423	887	14,151	25,849	27,012	78.3	84.4	7,158	2,354	1,420	34
	8 mos.	5,908	195,968	10,119	225,255	262,889	29,551	28,955	3,817	42,705	51,784	7,640	6,652	105,561	198,382	220,096	88.1	83.7	26,873	18,005	—14,202	6,076
Staten Island Rapid Transit	Aug.	29	179	94	278	271	56	77	15	38	49	2	2	162	289	326	103.9	120.3	—11	52	—86	—123
	8 mos.	29	1,304	755	2,125	2,119	464	476	106	330	371	12	16	1,257	2,303	2,349	108.9	110.9	—178	416	—797	—781
Bangor & Aroostook	Aug.	595	680	24	774	775	186	161	20	302	278	110	23	289	877	829	113.3	107.1	—103	55	25	84
	8 mos.	595	8,853	153	9,444	9,745	2,081	2,400	162	2,364	2,205	873	226	2,909	8,247	8,457	87.3	86.8	1,197	1,046	1,100	1,510
Bessemer & Lake Erie	Aug.	203	1,745	....	1,817	1,893	171	335	40	435	746	104	36	377	1,108	1,779	65.0	94.0	637	637	471	154
	8 mos.	203	8,899	....	9,343	16,832	1,346	2,149	243	3,830	4,944	821	279	2,801	9,513	12,712	101.8	75.5	—170	2,084	1,208	2,899
Boston & Maine	Aug.	1,554	4,754	440	5,665	5,417	526	564	141	718	794	233	132	2,513	4,144	4,287	73.2	79.1	1,520	450	497	112
	8 mos.	1,554	37,555	3,532	44,269	46,253	4,539	5,160	1,106	6,129	6,821	1,882	1,025	20,066	34,007	35,836	76.8	77.5	10,262	3,362	1,494	2,316
C P R Lines in Maine	Aug.	234	226	51	302	392	99	85	20	67	38	18	19	180	398	309	131.5	78.7	—95	34	—164	8
	8 mos.	234	5,146	306	5,652	5,750	742	747	162	766	753	145	140	1,409	3,286	3,380	58.1	58.8	2,366	260	1,469	1,422
Carolina & Northwestern	Aug.	284	282	....	290	276	47	36	8	33	32	21	5	79	176	162	60.8	58.8	114	20	53	60
	8 mos.	284	1,961	....	2,003	2,075	323	261	61	260	228	167	42	607	1,334	1,268	66.6	61.1	669	134	190	298
Central of Georgia	Aug.	1,745	3,160	135	3,480	3,215	545	477	62	593	648	168	166	1,473	2,986	2,902	85.8	90.3	494	272	190	71
	8 mos.	1,745	24,773	974	27,356	28,095	4,074	4,370	385	4,670	5,854	1,270	1,378	11,888	23,656	24,786	86.5	88.2	3,700	2,156	1,127	1,094
Central of New Jersey	Aug.	592	3,395	447	4,342	4,117	485	453	96	587	697	127	72	2,097	3,455	3,518	79.6	85.4	887	492	38	—200
	8 mos.	592	25,382	3,688	32,819	33,931	3,848	3,825	774	5,423	5,313	1,262	608	17,165	28,735	28,577	87.6	84.2	4,084	3,930	—3,313	—1,419
Central Vermont	Aug.	375	692	37	791	853	398	230	25	94	116	9	20	383	926	789	117.0	92.5	—135	56	—300	—120
	8 mos.	375	5,278	337	6,160	6,563	1,718	1,514	148	821	914	73	163	2,738	5,683	5,631	92.2	85.8	477	429	—808	—483
Chesapeake & Ohio	Aug.	5,154	27,307	584	29,834	30,037	3,700	3,600	484	4,980	5,438	1,948	800	10,957	22,037	22,921	73.9	76.3	7,79	3,529	4,265	4,296
	8 mos.	5,107	184,433	3,906	199,392	232,469	24,100	26,900	4,254	41,385	42,302	15,628	6,750	82,116	167,920	174,778	84.2	75.2	31,473	12,205	21,212	32,854
Chicago & Eastern Illinois	Aug.	862	2,474	223	2,954	2,837	369	359	31	500	556	174	111	1,181	2,334	2,473	79.0	87.2	620	229	72	—148
	8 mos.	862	18,604	1,359	22,045	23,225	2,567	2,951	245	3,828	4,307	1,412	945	9,257	18,022	19,366	81.8	83.4	4,023	1,845	485	428
Chicago & Illinois Midland	Aug.	121	747	....	768	691	30	53	8	122	130	24	31	168	403	428	52.4	61.9	365	208	155	110
	8 mos.	121	5,088	....	5,222	4,925	399	374	61	1,021	885	195	244	1,294	3,354	3,132	64.2	63.6	1,868	1,010	697	681
Chicago & North Western	Aug	10,709	19,005	1,496	21,549	22,112	2,834	3,534	399	3,055	3,520	1,178	566	7,964	15,374	17,117	71.3	77.4	6,174	1,370	3,126	1,544
	8 mos.	10,724	127,481	10,680	145,470	152,357	22,186	24,550	3,262	24,025	26,284	9,329	5,013	58,967	118,516	129,246	81.5	84.8	26,954	11,104	6,914	2,117
Chicago, Burlington & Quincy	Aug.	8,626	17,530	2,295	22,122	22,945	3,774	3,131	402	3,943	4,275	1,164	588	8,735	18,134	18,213	82.0	79.4	3,988	1,419	1,731	1,489
	8 mos.	8,636	134,903	14,011	166,848	164,656	23,461	22,113	3,819	29,445	31,336	8,539	5,137	67,213	133,739	134,802	80.2	81.9	33,109	17,773	11,713	10,785
Chicago Great Western	Aug.	1,469	2,550	10	2,762	2,834	394	440	49	435	475	133	118	1,011	2,040	2,154	73.9	76.0	722	286	164	154
	8 mos.	1,469	18,823	62	20,432	21,881	2,745	2,858	368	3,418	3,438	1,071	981	7,745	15,609	15,802	76.4	72.2	4,824	1,804	1,065	1,658
Chic., Milw., St. Paul & Pac	Aug.	10,558	18,427	1,389	22,019	23,377	2,945	3,213	416	3,124	3,413	938	491	7860	15,770	17,022	71.6	72.8	6,248	1,738	3,050	2,812
	8 mos.	10,568	119,886	8,860	144,782	153,060	20,341	23,681	3,596	23,813	26,714	7,215	4,239	58,593	117,280	127,555	81.0	83.3	27,501	13,210	6,314	3,881
Chicago, Rock Island & Pacific	Aug.	7,850	13,725	1,483	16,930	18,184	2,655	2,697	273	2,777	3,126	521	475	6,836	13,725	14,754	81.1	81.1	3,205	1,568	654	728
	8 mos.	7,850	114,839	10,594	139,384	146,613	17,702	19,663	2,008	22,842	24,609	5,137	4,018	56,168	108,520	115,754	77.9	79.0	30,865	12,809	6,236	6,387
Clinchfield	Aug.	306	1,707	....	1,717	1,614	192	228	24	295	334	106	69	482	1,105	1,127	64.4	69.8	612	200	535	465
	8 mos.	301	13,176	....	13,247	13,346	1,426	1,549	180	2,252	2,684	843	542	3,526	8,288	8,832	62.6	66.2	4,959	1,598	4,092	3,936
Colorado & Southern	Aug.	712	1,232	98	1,493	1,449	184	328	26	240	196	83	33	604	1,141	1,251	76.4	86.4	352	206	132	56
	8 mos.	712	8,569	538	10,317	10,520	1,393	1,484	226	1,954	1,679	651	276	4,511	8,677	8,412	85.0	80.0	1,550	905	585	807
Ft. Worth & Denver	Aug.	1,039	1,410	180	1,776	1,966	265	307	30	220	288	45	65	823	1,511	1,678	85.0	85.3	266	45	55	25
	8 mos.	1,039	13,166	1,086	16,056	16,464	1,926	1,949	264	2,141	2,041	356	546	6,817	12,485	12,354	77.8	75.0	3,571	1,041	547	818
Colorado & Wyoming	Aug.	39	212	....	356	222	13	17	2	38	31	13	2	118	187	168	52.7	75.6	168	101	63	12
	8 mos.	39	1,417	....	2,449	2,690	128	174	16	259	247	100	15	884	1,398	1,615	57.1	60.0	1,051	653	377	369
Delaware & Hudson	Aug.	763	3,301	103	3,500	3,479	482	573	81	746	665	198	101	1,318	2,878	2,969	82.2	85.4	622	356	227	139
	8 mos.	763	25,521	918	27,204	29,653	3,118	3,517	591	5,503	6,488	1,583	838	10,653	22,110	24,217	81.3	81.7	5,094	2,935	1,262	2,893
Denver & Rio Grande Western	Aug.	2,128	6,749	370	7,337	6,838	677	737	105	1,001	980	341	235	2,272	4,534	4,470	61.8	65.4	2,803	1,584	1,161	970
	8 mos.	2,128	45,980	1,962	49,519	51,046	5,203	5,933	809	7,706	7,796	2,587	1,872	15,968	33,368	34,578	67.4	67.7	16,151	9,332	6,666	6,871
Detroit & Toledo Shore Line	Aug.	50	489	....	511	492	44	56	4	63	66	24	20	192	335	369	65.5	75.1	176	60	29	11
	8 mos.	50	3,841	....	4,002	4,765	373	454	30	510	589	193	163	1,541	2,721	3,181	68.0	66.8	1,282	515	215	243
Detroit, Toledo & Ironton	Aug.	465	1,307	....	1,454	1,437	185	158	22	344	423	155	59	484	1,155	1,220	79.5	84.9	298	118	172	97
	8 mos.	465	10,863	....	11,393	13,917	1,591	1,893	282	2,711	3,442	1,248	463	3,786	9,308	10,571	81.7	76.0	2,084	929	1,491	2,357
Duluth, Miss. & Iron Range	Aug.	557	4,429	....	5,180	6,622	414	617	67	582	623	204	13	1,247	2,549	3,351	49.2	50.6	2,631	389	2,263	1,355
	8 mos.	568	16,569	3	19,564	34,818	3,399	4,167	794	4,311	5,384	1,632	104	6,919	17,024	22,229	87.0	63.8	2,539	1,891	510	4,823
Duluth, Winnipeg & Pacific	Aug.	175	447	....	450	467	181	178	5	41	41	1	8	174	410	419	91.0	89.8	40	50	—78	—56
	8 mos.	175	3,487	4	3,506	3,738	778	944	40	426	438	9	65	1,396	2,765	2,978	78.9	79.7	740	340	—245	—224

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1961

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1961	1960	Operating Expenses: Maint. Way and Structures: Total 1961	1960	Deprec. and Retirements	Maint. Equipment: Total 1961	1960	Deprec. and Retirements	Traffic	Transportation	Total 1961	1960	Operating ratio 1961	1960	Net from railway operation	Railway tax accruals	Net Railway operating income 1961	1960
Elgin, Joliet & Eastern	Aug.	205	2,816	....	3,832	3,536	341	404	31	652	1,053	125	48	1,407	2,767	3,341	72.2	94.5	1,065	644	356	—111
	8 mos.	205	20,645	....	27,308	35,241	2,359	2,882	234	4,764	7,271	1,025	376	10,633	20,722	27,162	75.9	77.1	6,586	3,953	1,824	1,441
Erie-Lackawanna	Aug.	3,077	15,014	1,376	18,374	17,858	1,760	2,115	415	3,524	3,062	891	481	9,630	16,508	16,285	89.9	91.2	1,865	1,917	—1,087	—1,488
	8 mos.	3,077	111,976	10,658	137,176	148,857	14,959	16,211	3,233	26,602	25,921	7,151	4,125	73,635	128,293	129,945	93.5	87.3	8,883	14,691	—15,506	—4,782
Florida East Coast	Aug.	572	1,322	394	1,927	2,004	263	214	47	332	349	115	67	793	1,625	1,708	84.3	85.2	302	93	25	—37
	8 mos.	572	14,162	3,487	19,707	21,535	2,300	2,734	358	3,441	3,880	924	565	8,051	15,851	17,101	80.4	79.4	3,856	1,908	250	976
Georgia Railroad	Aug.	321	518	15	614	630	85	81	8	106	110	34	38	290	557	557	90.7	88.5	57	38	30	24
	8 mos.	321	3,957	112	4,720	5,050	656	653	68	860	897	269	317	2,241	4,376	4,502	92.7	89.1	344	306	31	308
Georgia & Florida	Aug.	321	330	....	335	313	74	107	3	55	38	10	22	95	265	275	79.2	87.8	70	20	17	—8
	8 mos.	321	2,305	....	2,344	2,234	654	908	28	394	329	81	181	766	2,160	2,279	92.2	102.0	184	157	—179	—359
Grand Trunk Western	Aug.	946	2,885	265	3,529	3,500	678	741	61	594	936	76	100	2,024	3,643	4,051	103.2	115.7	—114	374	—900	—1,425
	8 mos.	946	26,664	1,593	30,831	37,235	4,959	5,663	471	5,704	6,728	610	808	16,178	29,617	32,981	96.1	88.6	1,214	3,031	—5,260	—2,783
Great Northern	Aug.	8,276	21,262	1,130	24,296	23,514	3,368	4,029	428	3,509	4,172	936	468	8,071	16,459	18,473	67.7	78.6	7,836	2,576	4,720	1,412
	8 mos.	8,277	132,923	6,698	150,679	160,999	25,628	26,625	2,833	28,957	31,208	7,472	4,177	58,297	125,167	130,605	83.1	81.1	25,513	15,588	7,512	9,401
Green Bay & Western	Aug.	219	366	....	380	337	67	78	5	52	39	9	25	106	274	295	71.9	87.7	107	47	14	—18
	8 mos.	219	2,817	....	2,917	2,893	353	455	38	420	372	72	215	924	2,102	2,209	72.1	76.4	814	403	134	67
Gulf, Mobile & Ohio	Aug.	2,745	5,696	278	6,394	6,129	810	793	79	1,247	1,256	293	261	2,279	4,931	4,919	77.1	80.3	1,464	647	394	233
	8 mos.	2,745	45,531	1,935	50,987	51,233	6,123	6,904	638	10,004	10,579	2,345	2,080	17,905	38,682	40,828	75.9	79.7	12,305	5,384	3,195	2,629
Illinois Central	Aug.	6,475	16,997	2,089	21,235	21,839	2,792	3,084	747	3,832	4,017	924	615	8,329	16,700	17,349	78.6	79.4	4,535	2,354	1,677	1,166
	8 mos.	6,484	131,646	14,496	163,524	172,597	22,464	25,714	3,705	28,570	33,365	7,329	5,075	66,673	131,319	141,633	80.3	82.1	32,205	17,279	9,957	7,587
Illinois Terminal	Aug.	335	757	....	852	869	80	77	3	116	124	26	38	318	608	649	71.4	74.7	244	102	55	20
	8 mos.	335	5,059	....	5,681	6,282	645	628	22	945	1,136	211	323	2,391	4,732	5,173	83.3	82.3	949	413	—23	48
Kansas City Southern	Aug.	894	3,032	108	3,538	3,602	362	224	49	448	553	114	92	1,147	2,166	2,201	61.2	61.1	1,372	537	591	635
	8 mos.	894	23,969	569	27,469	29,412	2,089	2,180	399	3,497	4,102	905	745	9,154	16,449	17,592	59.9	59.8	11,020	4,268	4,453	4,899
Kansas, Oklahoma & Gulf	Aug.	328	345	....	346	469	46	39	7	26	28	12	31	111	245	244	70.9	52.0	101	58	14	152
	8 mos.	328	3,313	....	3,322	3,452	356	297	74	268	303	99	259	840	1,961	1,991	59.0	57.7	1,361	616	391	499
Lake Superior & Ishpeming	Aug.	160	508	....	623	720	82	79	12	68	91	36	2	138	309	349	49.6	48.5	313	186	131	163
	8 mos.	160	2,260	....	2,777	3,762	431	495	98	551	625	285	18	732	1,843	2,219	66.3	59.0	934	559	454	681
Lehigh & Hudson River	Aug.	98	313	....	313	270	30	29	2	35	31	8	16	120	217	194	69.4	71.8	96	39	17	13
	8 mos.	98	2,214	....	2,220	2,094	226	209	20	269	244	67	127	895	1,651	1,577	74.4	75.3	569	198	29	44
Lehigh & New England	Aug.	177	214	....	218	323	42	44	7	116	203	37	5	121	321	479	147.6	148.3	—104	23	—32	—104
	8 mos.	177	1,525	....	1,554	2,658	224	358	62	880	1,456	297	50	988	2,467	3,630	158.8	136.6	—914	190	—548	—559
Lehigh Valley	Aug.	1,108	3,670	—1	3,822	4,194	471	578	98	785	681	208	123	2,125	3,707	3,802	97.0	90.6	115	434	—552	—249
	8 mos.	1,115	27,623	109	28,917	34,854	3,914	4,756	780	5,545	6,173	1,500	1,029	16,206	28,424	31,984	98.3	91.8	493	3,396	—5,352	—2,579
Long Island	Aug.	344	843	4,783	5,817	4,808	797	731	93	1,144	992	168	42	3,097	5,352	4,699	92.0	97.7	466	357	—15	—471
	8 mos.	344	6,533	38,595	46,439	41,798	6,589	6,333	800	9,051	8,225	1,344	341	24,301	42,314	38,444	91.1	92.0	4,124	3,131	—328	—1,496
Louisiana & Arkansas	Aug.	746	1,853	50	2,010	1,876	173	166	24	275	292	97	75	710	1,304	1,312	64.9	69.9	705	370	183	149
	8 mos.	746	13,970	333	15,159	16,557	1,334	1,626	170	2,209	2,478	780	610	5,440	10,182	10,822	67.2	65.4	4,977	2,592	1,365	1,917
Louisville & Nashville	Aug.	5,656	17,638	856	19,820	18,665	2,000	2,600	318	3,601	4,100	1,330	545	7,645	14,798	16,032	74.7	85.9	5,022	3,195	2,135	1,261
	8 mos.	5,680	130,741	5,486	146,882	151,443	16,367	17,900	2,552	26,959	33,140	10,081	4,255	60,398	115,556	123,573	78.7	81.6	31,327	19,110	11,881	10,738
Maine Central	Aug.	937	1,712	3	1,831	1,910	341	359	27	339	369	83	26	678	1,492	1,622	81.5	84.9	339	165	145	152
	8 mos.	937	14,725	6	15,683	16,595	2,718	2,811	220	2,943	2,988	623	224	5,771	12,571	12,867	80.2	77.5	3,112	1,380	969	1,373
Minn., Northfield & Southern	Aug.	77	272	....	297	344	25	51	3	34	34	13	38	87	214	245	72.3	71.3	82	50	26	35
	8 mos.	77	2,118	....	2,269	2,525	248	207	22	286	329	103	282	646	1,751	1,809	77.2	71.6	517	338	141	227
Missouri-Illinois	Aug.	172	415	....	420	419	48	46	4	91	80	40	14	138	305	291	72.7	69.6	115	98	52	58
	8 mos.	172	3,254	....	3,284	3,569	329	323	38	717	733	320	113	1,010	2,287	2,327	69.6	65.2	997	869	434	555
M-K-T Lines	Aug.	2,885	4,532	96	5,027	5,311	772	657	138	917	1,112	259	166	1,886	3,952	4,073	78.6	76.7	1,075	340	236	322
	8 mos.	2,886	34,367	549	38,025	38,801	4,606	4,261	831	6,878	7,832	2,074	1,344	14,163	28,622	29,317	75.3	75.6	9,403	2,725	1,913	2,549
Missouri Pacific	Aug.	9,361	20,714	1,117	24,384	25,616	3,043	3,660	328	4,242	4,553	1,174	603	9,469	18,393	19,780	75.4	77.2	5,992	2,307	2,386	2,751
	8 mos.	9,361	166,753	7,311	193,587	201,247	22,901	27,606	2,654	31,686	34,958	9,378	5,315	74,374	142,599	153,595	73.7	76.3	50,988	18,027	21,027	21,882
Monon	Aug.	541	1,464	34	1,593	1,392	195	249	20	271	291	76	100	630	1,292	1,359	81.2	97.7	301	108	104	—163
	8 mos.	541	10,410	220	11,328	12,362	1,554	1,886	213	2,219	2,221	608	843	4,921	10,361	10,899	91.5	88.2	967	888	—558	—211
Monongahela	Aug.	177	511	....	513	662	86	75	11	48	56	11	1	135	292	310	56.8	46.8	222	37	97	243
	8 mos.	177	4,052	....	4,074	4,657	603	582	98	376	420	87	7	1,021	2,144	2,234	52.6	48.0	1,929	563	879	1,710
New York Central	Aug.	10,213	41,586	5,307	54,361	54,985	5,043	6,152	748	9,885	11,250	2,428	1,014	24,651	43,282	47,263	79.6	86.0	11,080	4,503	3,923	—533
	8 mos.	10,248	296,717	40,313	394,786	457,075	43,618	49,546	8,396	79,844	90,000	19,158	7,961	196,947	349,450	384,853	88.5	84.2	45,336	41,644	—16,845	10,440
Pittsburgh & Lake Erie	Aug.	220	2,834	27	3,017	2,534	380	426	57	871	855	334	143	960	2,540	2,584	84.2	102.0	477	216	1,331	582
	8 mos.	220	16,114	227	17,310	24,427	2,874	3,363	459	7,234	7,260	2,691	540	7,293	19,481	21,634	112.5	88.6	—2,171	1,711	4,137	7,018
New York, Chic., & St. Louis	Aug.	2,170	11,581	105	12,281	12,469	1,109	1,309	146	1,874	1,915	424	329	4,947	8,749	9,014	71.2	72.3	3,532	1,609	1,201	1,236
	8 mos.	2,170	81,360	781	85,557	101,297	8,843	10,923	1,189	14,150	16,494	3,613	2,715	35,280	64,987	73,372	76.0	72.4	20,570	9,208	7,713	9,766
New York, New Haven & Hartford	Aug.	1,735	5,929	3,505	10,861	10,920	1,454	1,434	253	2,055	1,930	527	235	5,478	10,041	10,086	92.4	92.4	821	690	—1,108	—1,673
	8 mos.	1,739	44,102	27,951	83,081	90,720	12,665	11,247	2,245	16,581	15,268	4,207	1,964	43,950	82,093	81,073	98.8	89.4	988	5,591	—15,898	—10,405
New York Connecting	Aug.	21	305	....	328	265	58	53	25	14	12	....	....	73	148	133	45.2	50.0	180	101	48	9
	8 mos.	21	2,391	....	2,557	2,256	550	595	203	106	143	....	....	599	1,286	1,491	50.3	66.1	1,271	793	237	—190
New York, Sus. & Western	Aug.	97	270	5	294	350	40	41	6	39	48	8	9	130	248	280	84.4	80.1	46	31	—23	—6
	8 mos.	97	2,178	43	2,391	2,703	325	335	48	338	407	64	69	1,132	2,106	2,298	88.1	85.0	285	245	—284	—196
Norfolk & Western	Aug.	2,747	22,251	244	23,360	20,541	2,243	2,354	356	3,679	3,333	1,530	407	5,544	12,779	12,422	54.7	60.5	10,581	6,045	6,046	5,860
	8 mos.	2,743	147,766	1,655	155,741	155,218	14,948	17,798	3,049	24,523	26,742	12,004	3,136	41,663	91,531	98,112	58.8	59.4	64,210	33,464	38,428	43,154
Norfolk Southern	Aug.	593	853	....	867	814	159	181	15	163	129	40	48	285	742	691	85.6	84.8	125	56	42	36
	8 mos.	593	6,154	....	6,277	6,166	1,279	1,359	124	1,047	1,058	321	389	2,151	5,502	5,380	87.7	87.3	775	437	106	242

(Continued on next page)

REVENUES AND EXPENSES OF RAILWAYS

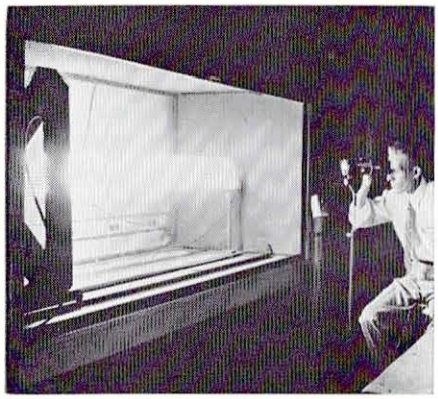
REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

FIRST AND EIGHT MONTHS OF CALENDAR YEAR 1961

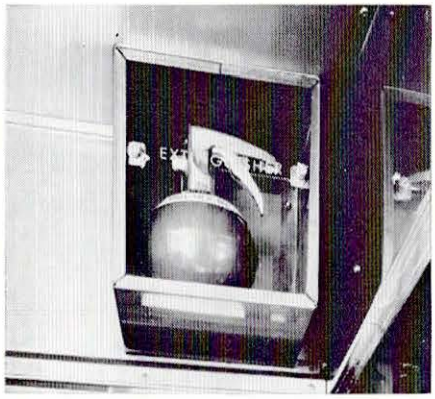
Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1961	1960	Operating Expenses: Maint. Way and Structures: Total 1961	Total 1960	Deprec and Retirements	Maint. Equipment: Total 1961	Total 1960	Deprec and Retirements	Traffic	Transportation	Total 1961	Total 1960	Operating ratio 1961	1960	Net from railway operation	Railway tax accruals	Net Railway operating income 1961	1960
Northern Pacific	Aug.	6,795	14,690	703	16,536	16,513	2,248	2,937	319	2,610	2,865	855	379	6,192	12,389	13,559	74.9	82.1	4,147	2,043	2,057	973
	8 mos.	6,799	95,847	4,553	108,845	116,838	17,183	19,077	2,630	21,470	22,490	6,804	3,262	45,926	95,625	100,043	87.9	85.6	13,220	12,135	3,380	5,510
Northwestern Pacific	Aug.	328	1,137	1	1,145	1,084	171	175	22	58	88	3	7	277	542	632	47.3	58.3	603	243	164	145
	8 mos.	328	7,422	5	7,467	8,027	1,273	1,576	155	464	610	20	55	2,067	4,086	4,910	54.7	61.2	3,380	1,207	557	319
Pacific Electric	Aug.	336	1,140	....	1,326	1,143	190	187	23	43	44	4	21	593	952	929	71.8	81.2	374	205	—53	—68
	8 mos.	335	8,685	....	9,859	9,067	1,334	1,463	199	369	314	29	165	4,228	6,917	6,983	70.2	77.0	2,942	1,302	27	—424
Pennsylvania	Aug.	9,828	56,661	8,179	73,694	69,859	6,586	7,122	1,469	13,586	12,931	3,040	1,106	32,261	57,540	58,517	78.1	83.8	16,154	6,077	4,865	—1,007
	8 mos.	9,853	394,804	67,888	528,658	601,622	52,497	60,907	11,838	101,876	113,783	24,385	8,831	250,463	446,745	491,487	84.5	81.7	81,913	46,079	—6,018	12,298
Penn-Reading Seashore Lines	Aug.	338	581	130	738	698	146	169	25	113	108	26	11	487	825	860	111.8	123.1	—87	70	—317	—401
	8 mos.	338	3,823	544	4,519	5,235	1,195	1,389	205	916	988	205	54	3,711	6,426	6,782	142.2	129.5	—1,906	564	—3,759	—3,523
Piedmont & Northern	Aug.	126	471	....	483	469	49	45	5	34	35	10	33	104	262	252	54.3	53.8	221	114	53	60
	8 mos.	126	3,539	....	3,635	3,813	391	375	43	278	301	77	269	781	2,058	2,003	56.6	52.5	1,577	805	360	497
Pittsburgh & West Virginia	Aug.	132	525	....	527	620	126	143	25	674	147	40	46	177	1,073	617	203.8	99.6	—547	41	—592	30
	8 mos.	132	3,941	....	3,958	5,663	956	1,185	200	1,524	1,197	335	418	1,438	4,782	5,081	120.8	89.7	—824	326	—1,252	389
Quanah, Acme & Pacific	Aug.	120	255	....	257	247	18	21	2	20	13	....	13	59	131	141	51.0	56.8	126	42	44	39
	8 mos.	120	2,064	....	2,080	2,237	151	157	13	141	106	2	155	454	1,063	1,053	51.1	47.1	1,016	239	480	549
Reading	Aug.	1,294	7,909	423	8,964	8,306	1,229	1,060	195	1,650	1,722	466	183	3,880	7,471	7,306	83.4	88.0	1,491	591	582	39
	8 mos.	1,295	54,517	3,918	63,604	70,736	9,161	8,665	1,563	13,345	13,669	3,602	1,430	30,307	58,304	59,096	91.7	83.5	5,300	5,114	—4,116	4,316
Richmond, Fred. & Potomac	Aug.	118	1,161	451	1,909	1,852	118	167	29	306	316	67	27	703	1,286	1,335	67.4	72.1	623	389	163	99
	8 mos.	118	9,798	3,399	15,645	16,628	1,175	1,361	230	2,370	2,362	538	223	5,709	10,684	10,633	68.3	64.0	4,961	2,935	1,119	1,682
Rutland	Aug.	391	296	....	306	354	64	76	7	57	55	18	24	119	284	340	92.9	96.2	22	27	2	—17
	8 mos.	391	2,422	....	2,518	2,823	572	607	67	455	476	145	198	966	2,373	2,752	94.3	97.5	144	211	—57	—197
St. Louis-San Francisco	Aug.	4,546	8,585	214	9,550	9,367	1,292	1,319	170	1,458	1,555	611	356	3,926	7,619	7,791	79.8	83.2	1,931	769	943	591
	8 mos.	4,546	68,178	1,370	75,417	79,399	10,338	12,277	1,441	12,210	13,111	4,882	2,901	30,746	61,061	64,917	81.0	81.8	14,356	5,581	6,839	7,089
St. Louis-San Francisco & Texas	Aug.	143	272	....	286	414	39	29	4	21	20	1	23	140	235	240	82.3	57.9	50	1	—18	38
	8 mos.	143	3,316	....	3,453	3,502	357	255	33	179	212	10	181	1,151	1,967	1,935	57.0	55.2	1,486	548	411	570
St. Louis Southwestern Lines	Aug.	1,554	5,559	....	5,629	5,123	545	574	78	699	679	245	184	1,803	3,418	3,398	60.7	66.3	2,211	1,159	934	870
	8 mos.	1,554	42,418	—1	42,977	44,142	4,258	4,620	676	5,242	5,593	1,855	1,476	14,503	26,932	27,366	62.7	62.0	16,046	7,801	6,686	7,573
Savannah & Atlanta	Aug.	144	391	....	403	403	59	77	2	64	68	19	17	123	275	296	68.3	73.5	128	61	48	42
	8 mos.	144	2,883	....	2,993	2,948	471	440	16	542	550	155	134	965	2,220	2,168	74.2	73.6	773	401	251	313
Seaboard Air Line	Aug.	4,135	10,670	1,233	12,924	12,070	1,475	1,647	226	2,359	2,451	754	485	4,802	9,795	10,115	75.8	83.8	3,129	1,594	1,280	929
	8 mos.	4,135	85,468	9,782	103,896	107,862	13,284	13,884	1,751	20,018	20,521	6,037	3,926	39,062	81,784	83,397	78.7	77.3	22,111	10,324	8,874	11,313
Soo Line	Aug.	4,716	6,833	84	7,364	7,513	980	896	105	1,147	1,132	278	238	2,831	5,590	5,680	75.9	75.6	1,774	542	829	702
	8 mos.	4,716	46,301	609	49,750	52,684	6,642	7,787	861	8,800	9,257	2,238	1,833	20,913	41,381	44,456	83.2	84.4	8,369	3,963	2,057	1,863
Southern Railway	Aug.	6,267	20,016	1,114	22,826	21,366	2,436	2,331	421	3,895	3,652	1,052	525	7,290	15,465	15,011	67.8	70.3	7,361	3,286	3,609	3,251
	8 mos.	6,267	148,294	7,032	168,635	173,290	21,275	21,730	3,303	31,012	30,625	8,434	4,273	56,079	122,879	122,943	72.9	70.9	45,757	19,801	19,538	22,713
Alabama Great Southern	Aug.	327	1,096	77	1,322	1,154	197	192	36	320	280	84	41	494	1,163	1,104	88.0	95.7	159	79	47	—88
	8 mos.	327	8,411	386	9,983	10,508	1,874	2,058	286	2,480	2,467	670	346	3,828	9,379	9,639	94.0	91.7	604	757	—471	—342
Cinn., New Orleans & Tex. Pac	Aug.	337	2,678	129	3,044	2,908	524	494	123	787	697	271	84	855	2,454	2,358	80.6	81.1	590	260	504	472
	8 mos.	337	19,374	643	21,954	24,780	4,701	4,551	932	6,317	5,927	2,154	685	6,742	20,009	19,746	91.1	79.7	1,946	2,099	1,116	3,825
Georgia Southern & Florida	Aug.	397	552	46	678	759	129	134	16	72	67	11	21	253	529	549	78.0	72.3	149	37	—16	29
	8 mos.	397	4,369	270	5,345	5,864	1,036	1,300	96	555	592	86	171	1,988	4,188	4,610	78.4	78.6	1,157	291	—280	—337
New Orleans & Northeastern	Aug.	203	701	56	841	864	150	194	24	230	223	192	27	246	731	771	87.9	89.2	109	81	103	41
	8 mos.	203	5,922	305	6,869	6,818	1,402	1,589	195	1,816	1,714	816	223	2,061	6,117	6,150	89.1	90.2	752	679	376	338
Southern Pacific	Aug.	7,948	45,950	2,987	51,700	47,793	5,169	5,364	522	10,047	10,503	2,652	816	18,734	37,237	37,266	72.0	78.0	14,463	7,658	5,953	4,360
	8 mos.	7,951	321,878	17,719	359,679	366,018	359,679	41,943	4,097	76,730	81,809	21,127	6,121	136,761	277,071	284,854	77.0	77.8	82,408	44,219	33,663	34,663
Texas & New Orleans	Aug.	4,097	10,511	404	11,560	10,643	1,768	1,752	260	2,018	1,697	202	247	4,401	9,036	8,567	78.2	80.5	2,524	814	412	196
	8 mos.	4,099	78,970	2,533	86,670	88,379	12,749	14,133	1,559	14,511	13,379	1,580	2,050	33,424	67,569	67,300	78.0	76.1	19,101	6,261	2,117	3,220
Spokane International	Aug.	150	288	....	297	289	47	53	5	26	20	9	4	77	163	159	55.0	55.2	134	24	75	40
	8 mos.	150	2,263	....	2,333	2,284	402	427	54	175	217	77	31	575	1,259	1,327	54.0	58.1	1,074	339	473	258
Spokane, Portland & Seattle	Aug.	936	2,674	100	2,970	3,139	414	479	64	515	529	129	34	1,136	2,226	2,299	75.0	73.2	744	237	339	264
	8 mos.	936	18,207	689	20,384	21,898	3,286	3,481	483	3,487	3,902	1,032	286	8,299	16,370	17,042	80.3	77.8	4,014	1,982	1,091	1,827
Tennessee Central	Aug.	284	338	1	373	344	50	54	5	55	56	21	15	125	267	272	71.7	79.0	106	24	36	8
	8 mos.	284	2,448	2	2,705	2,758	370	378	41	468	439	171	121	972	2,109	2,110	78.0	76.5	596	193	75	96
Texas & Pacific	Aug.	1,828	4,590	416	5,648	5,639	511	632	99	874	1,058	300	227	2,396	4,364	4,883	77.3	86.6	1,284	513	415	208
	8 mos.	1,828	36,673	2,570	44,410	48,707	4,240	5,257	777	7,394	8,527	2,397	1,790	19,046	35,387	38,981	79.7	80.0	9,023	3,122	2,412	2,395
Texas Mexican	Aug.	161	199	....	230	299	42	45	6	36	38	12	13	86	201	217	87.2	72.6	30	15	—7	14
	8 mos.	161	1,727	....	1,999	2,310	368	370	51	274	274	98	103	659	1,591	1,607	79.6	69.6	409	202	30	142
Toledo, Peoria & Western	Aug.	239	574	....	604	613	74	71	7	47	54	13	49	179	387	392	64.0	64.0	217	90	52	48
	8 mos.	239	4,341	....	4,528	4,982	465	593	55	393	402	108	394	1,365	2,925	3,126	64.6	62.8	1,603	665	359	493
Union Pacific	Aug.	9,717	40,654	3,140	47,172	44,449	5,241	4,483	764	7,713	7,632	2,636	993	15,600	31,986	31,087	67.8	69.9	15,186	8,470	4,030	3,590
	8 mos.	9,723	280,198	18,014	323,136	325,816	36,651	36,255	6,473	59,510	61,340	20,818	8,833	113,908	236,909	241,557	73.3	74.1	86,228	54,614	17,264	18,703
Wabash	Aug.	2,423	7,803	325	9,022	9,382	856	862	132	1,144	1,221	478	307	4,377	7,147	7,349	79.2	78.3	1,875	653	422	556
	8 mos.	2,423	61,431	2,261	70,875	74,609	6,502	7,450	1,011	9,818	10,803	3,868	2,502	33,342	55,831	59,412	78.8	79.6	15,044	5,112	3,575	3,288
Ann Arbor	Aug.	294	819	....	854	720	81	70	7	205	167	44	19	347	680	597	79.6	82.9	174	48	86	50
	8 mos.	294	5,116	....	5,213	5,558	473	530	53	1,170	1,245	352	168	2,444	4,433	4,884	85.0	87.9	780	399	305	62
Western Maryland	Aug.	841	2,902	....	3,039	4,026	435	530	64	832	809	307	108	1,199	2,736	3,004	90.0	74.6	303	251	399	740
	8 mos.	841	24,388	....	25,372	31,621	3,803	4,744	473	6,237	6,746	2,464	904	9,771	22,186	24,784	87.4	78.4	3,185	2,160	3,151	5,317
Western Pacific	Aug.	1,188	4,476	285	4,873	4,624	548	650	80	670	656	234	252	1,633	3,418	3,554	70.1	76.9	1,455	777	571	498
	8 mos.	1,188	32,641	1,532	34,987	35,355	3,955	4,685	664	5,510	5,555	1,890	1,956	12,366	26,352	28,086	75.3	79.4	8,634	4,360	3,738	3,399

NEW PRODUCTS REPORT



Floodlight Lamp (RA-1)

A GE 6,000-watt combined mercury-fluorescent tubular light source, 5 ft long and 4 in. in diameter, is said to be the nation's largest and most powerful for general floodlighting. The lamp produces 330,000 lumens, or units of light, and has an operating life of about 4,000 hr. The lamp weighs 6½ lb, and straps must be used to help support it in a fixture. It operates in a horizontal position. *General Electric.*



Fire Extinguisher (RA-2)

The Monitor, a dry chemical fire extinguisher capable of expelling 2½ lb of specially treated sodium bicarbonate, is mounted in the cabs of Philadelphia subway-elevated cars. It is shaped like a bowling ball and is recharged by unscrewing the spent shell and screwing in a fresh one. The extinguishing agent is said to be effective against flammable liquid and electrical fires. Mounting bracket guards against accidental discharge. *Ansul Chemical Co.*

Solid State Multiplex (RA-3)

The B910 transistorized microwave multiplex system can provide from 12 up to 600 voice communications channels. A new filter design for the B910 allows the basic 12-channel system to be translated directly to the 60 to 108-kc spectrum in one modulation step, saving the cost of intermediate group equipment, extra wiring, assembly and testing. In addition, the first supergroup (60 to 300 kc) is derived so that it is possible to place 120 channels on the microwave baseband without use of supergroup equipment. No active equipment (except power supply) then affects more than 12 channels.

The individual channels occupy a 4-kc segment, utilize single-sideband suppressed carrier transmission for maximum utilization of the microwave baseband, and are individually stackable to the group maximum of 12 channels.

Beyond the basic 12-channel group, the system may be expanded progressively by group modulation methods to 600 or more channels. It is not necessary to add groups in ascending frequency order. *Lynch Communication Systems, Inc.*

Rust Remover (RA-4)

Manual operations, such as wire brushing, blast cleaning, and flame cleaning, are said to be eliminated through the use of Aci-Gel, a multi-acid material which, in a few minutes, removes rust to bare metal by chemical action. It brushes on and flushes off with water, leaving a clean surface for painting. The liquid, suspended in a thixotropic gelling agent, clings to vertical surfaces and will not sag. *Sloan Chemicals, Inc.*

Transport Insulation (RA-5)

Textrafine insulation has long, chopped textile fibers which are said to be particularly advantageous where great dimensional stability is required. It will be produced in densities ranging from ¾ to 3 lb per cu ft in thicknesses from ¼ to 6 in. For side and roof areas of box and refrigerator cars, the product will be available in widths up to 120 in. Textrafine is said to have a high degree of resiliency. *Fiber Glass Div., Pittsburgh Plate Glass Co.*

RAILWAY AGE WEEKLY

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS ADVERTISED ON PAGES 2 3 4 11 14 15 20-21 37 39 40

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS DESCRIBED ON PAGES 29 and 30 MARKED RA-1 RA-2 RA-3 RA-4 RA-5 RA-6 RA-7 RA-8 RA-9

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ADDRESS .....

CITY ..... ZONE ..... STATE .....

10/23/61

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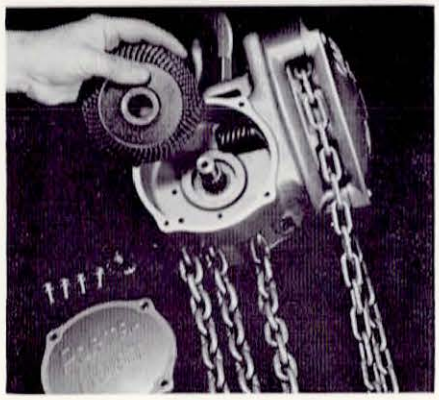
NEW PRODUCTS REPORT

Water Cooler (RA-6)

The Vortacool, a water cooler having no moving parts, operates completely on compressed air and needs only 2 to 6 cu ft of air a min. It is adaptable to the compressor of a locomotive that reaches a low output of 100 cu ft of air a min when engine is idling. Tempera'ure can be regulated from 27 deg. below zero to 400 deg above. Technique is under study for possible use in mechanical reefers. *Cleveland Technical Center.*

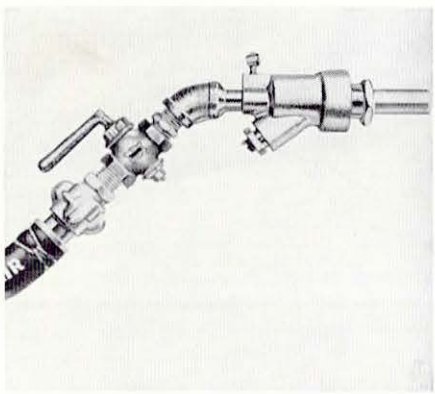


Hand Chain Hoists (RA-7)

Spiroid gear transmission is said to give the CB Series Porta-Hoist faster hoisting and unusual maneuverability, and added safety because of greater multiple tooth engagement. All moving parts are made from high-strength steel. The aluminum-alloy housing can be removed for quick on-the-job inspection of gears and brake. The Weston brake gives operators full load control at all times. *Coffing Hoist Div., Duff-Norton Co.*

Power Sweeper (RA-8)

Up to 300,000 sq ft per hr can be swept with the Model 1054 Starsweep. It features a 54-in. main-broom sweeping swath, 64 in. with standard right-hand side broom, and 76 in. with dual side brooms. The 16-cu-ft hopper dumps in less than 8 sec. The sweeper's hydra-mechanical drive system provides infinitely variable travel speeds and constant broom and vacuum blower speeds. No tools are needed to replace broom. *Wayne Manufacturing Co.*



Sand Blaster (RA-9)

The Econo-Vac is a simple vacuum type sand blaster for small job sand blasting. The unit, operated by one man, can be placed in operation in minutes. By opening the valve on the nozzle, the flow of high-pressure air creates a vacuum, pulling sand into the nozzle body where it is forced through blast tip at high velocity. Blasting velocity and feed of abrasive are easily adjustable at the nozzle. *Air Placement Equipment Co.*

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NAME ..... TITLE .....

COMPANY .....

ADDRESS .....

CITY..... ZONE..... STATE.....

10/23/61

Market Outlook

Carloadings Rise 0.3% Above Previous Week's

Loadings of revenue freight in the week ended Oct. 14 totaled 642,172 cars, the Association of American Railroads announced on Oct. 19. This was an increase of 2,231 cars, or 0.3%, compared with the previous week; a decrease of 11,105 cars, or 1.7%, compared with the corresponding week last year; and an increase of 62,762 cars, or 10.8%, compared with the equivalent 1959 week.

Loadings of revenue freight for the week ended Oct. 7 totaled 639,941 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS

For the week ended Saturday, Oct. 7

District	1961	1960	1959
Eastern	88,846	91,760	83,634
Allegheny	104,093	105,196	82,898
Pocahontas	54,638	52,837	46,963
Southern	115,574	115,062	114,914
Northwestern	103,774	102,237	67,234
Central Western	122,710	126,106	114,362
Southwestern	50,306	52,788	47,571
Total Western Districts	276,790	281,131	229,167
Total All Roads	639,941	645,986	557,576
Commodities:			
Grain and grain products	58,133	67,487	46,247
Livestock	8,108	9,555	10,346
Coal	111,301	109,195	106,416
Coke	7,693	6,481	3,029
Forest Products	38,400	38,641	39,407
Ore	55,381	50,637	8,208
Merchandise l.c.l.	28,313	36,248	42,927
Miscellaneous	332,612	327,742	300,996
Oct. 7	639,941	645,986	557,576
Sept. 30	638,268	632,227	572,352
Sept. 23	605,842	617,673	587,611
Sept. 16	594,338	598,741	577,457
Sept. 9	512,726	480,065	477,616
Cumulative total, 40 weeks	21,723,459	23,925,980	23,975,640

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Oct. 7 totaled 13,088 cars, compared with 11,865 for the corresponding 1960 week. Loadings for 1961 up to Oct. 7 totaled 446,107 cars, compared with 426,727 for the corresponding period of 1960.

IN CANADA.—Carloadings for the nine-day period ended Sept. 30 totaled 96,900 cars, compared with 78,365 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Sept. 30, 1961	96,900	29,554
Sept. 30, 1960	105,769	35,006
Cumulative Totals		
Sept. 30, 1961	2,602,220	911,058
Sept. 30, 1960	2,777,652	1,053,722

New Equipment

FREIGHT-TRAIN CARS

► *Delaware & Hudson.*—Upgraded 1,750 box cars at an estimated cost of $100 each and 1,300 hopper cars at an estimated cost of $48 each during the first nine months of 1961.

LOCOMOTIVES

► *Delaware & Hudson.*—Converted six 1,500-hp diesel-electric locomotives to 1,800-hp units at a cost of $744,000, excluding trucks. Trucks were re-manufactured by the railroad and supplied to the manufacturer for application.

► *Manitou & Pikes Peak.*—Ordered two rack rail, diesel electric passenger units from Swiss Locomotive and Machine Works, Winterthur, Switzerland at an estimated cost of $400,000 for delivery in early 1963.

Capital Improvements

► *Norfolk & Western.*—Will spend $35.7 million for new equipment and improvements if the ICC approves the proposed N&W-NKP-Wabash consolidation. Major projects include installation of 110 track miles of CTC between Logansport and Fort Wayne, Ind., and Detroit and Adrian, Mich.; extension of passing sidings; enlargement of yard facilities at East Wayne (Fort Wayne), Ind., Peru, Ind., Brooklyn (East St. Louis), Bellevue, Ohio, Calumet Yard (Chicago) and Buffalo; installation of automatic and remotely controlled interlockers at crossings of other railroads; extension of N&W's direct dial telephone system to major points on the other roads; installation of CTC on the Columbus-Sandusky line; and purchase of 20 diesel locomotives for use on that line.

Purchases & Inventories

► *Seven Months' Purchases Down 18.0%.*—Purchases by domestic railroads of fuel, material and supplies in this year's first seven months were $165,733,000, or 18.0%, lower than in the comparable 1960 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

*PURCHASES**	*July 1961*	*Seven Months 1961*	*Seven Months 1960*
	(000)	*(000)*	*(000)*
Rail	$ 2,625	$ 20,974	$ 45,388
Crossties	3,139	23,953	32,809
Other Material	67,029	505,686	622,156
Fuel	27,706	201,860	217,853
Total	$100,499	$752,473	$918,206

*Subject to revision.

INVENTORIES†*	*July 1, 1961*	*July 1, 1960*
	(000)	*(000)*
Rail	$ 46,993	$ 61,897
Crossties	76,725	76,734
Other Material	360,936	418,535
Scrap	23,870	23,208
Fuel	19,999	20,011
Total	$528,523	$600,385

*Subject to revision.
†All total inventory figures taken from ICC statement M-125 for month indicated.

REA Containers to Move Under

► **The Story at a Glance: REA Express has filed a tariff—to become effective Nov. 13—providing flat charges per container on 1,180 routes linking 35 major shipping points across the nation. Covering freight of all kinds, packed in REA Express or shipper containers for unitized moves, the new "Unit-Pak" tariff (REA Commodity Tariff No. 52) provides charges for containers up to 101 cu ft and 3,000 lb in capacity. Rates under the new tariff, at the flat charge per container, are designed to give the customer the benefit of low shipping costs. Charges are less than for the same traffic in conventional services such as motor carrier LTL.**

REA Express last spring ventured into what it called a "radical step in rate making" with the introduction of an experimental "cube rate" for small shipments of china out of Syracuse, N. Y. to other express points in the United States (RA, June 12, p. 9; June 26, p. 30). The cube rate discarded the conventional weight-times-distance method of computing freight charges for a new principle based on the number of pieces and total cubic volume.

Now, REA Express has come up with a much broader form of the cube rate in a new tariff, issued Oct. 11 to become effective Nov. 13. "Unit-Pak," as REA calls its new service, covers any commodity mix, packed in REA Express or shipper containers, up to 101 cu ft and 3,000-lb maximum size.

Unit-Pak is available, over 1,180 initial routes between the nation's 35 largest origin and destination centers, at a flat charge per container whether the container is loaded to its maximum capacity or is empty. Break-bulk service is provided for deliveries to multiple consignees at each destination. Charges are reduced for multiple-container shipments.

Unit-Pak, REA says, is designed to make available in the small shipment field some of the benefits large shippers are getting from Plan II and Plan III piggyback, since the containers can be supplied either by the carrier or by its customers.

Under REA's Container Tariff No. 52, which specifically covers freight of all kinds in any load mix, shippers not only can provide the container—as trailers and containers are shipper-furnished under Plan III piggyback—but can furnish specially designed units, meeting the Unit-Pak tariff specifications, that are best suited for their own particular set of requirements.

Containers can be, for example, wire mesh frames, if the contents are already packaged. Or they can be equipped with drawers for small items or parts that have to be moved to a distributor or between two of a large company's plants. For assembled parts, office machines, etc., container units can be equipped with shelves or racks. Other containers can have solid sides, opening in whatever way is most convenient for the user. All can be equipped with wheels, brakes and pull hooks or other devices for easy movement at the plant shipping room. REA stipulates only that the containers be "adequate for the safe transportation of the freight," be of "such dimensions as can be handled in available Railway Express Agency, Inc. automotive and rail equipment," do not "exceed 101 cu ft inside dimensions," and do not "exceed 500 lb in weight."

The shipper is required to issue to REA a list of pieces loaded in the container, describing the content and gross weight of the pieces. The total gross weight of the pieces loaded in the container is limited to a maximum of 3,000 lb unless otherwise specified in the tariff.

REA, in the tariff, excludes itself from the obligation to provide pickup or delivery service of containers at locations not provided with docks, platforms or power equipment adequate for the safe transfer of container and contents between the vehicle and the protected shipping or receiving area.

Charges in the tariff apply also to movement of freight in containers owned by REA, which are to be supplied to the extent available to shippers without charge other than for detention. Shippers are allowed 48 hours for loading of REA containers; consignees are allowed the same period to release the containers after delivery, exclusive of Saturdays, Sundays and legal holidays in both cases.

Pre-paid container loads can be shipped for break-bulk delivery to as many as ten consignees at the destination city. The shipper loads the single container and consigns it to "Agent, REA Express," at the destination city. Each piece in the container must be marked with the name and address of the firm or person to whom delivery is to be made. The container is loaded so that the pieces for the "principal split delivery address" (the address to which the greatest number of pieces are consigned) need not be removed or replaced in the container in order to remove pieces receiving split delivery service at

ANY COMMODITY MIX that can be loaded in containers up to 101 cu ft and 3,000-lb capacity can move, over 1,180 routes linking 35 key nationwide shipping points, under REA's new "Unit-Pak" tariff. Shipper loaded, the Unit-Pak small container service is flexible. Containers can be wire mesh, solid-side or equipped with shelves, racks or drawers in any arrangement the customer's requirements suggest for efficient small shipment handling.

Flat Rate

other addresses. A per-piece fee is charged for split delivery service other than to the principal split delivery address.

Compared to conventional LTL motor carrier charges for representative shipper loadings, Unit-Pak charges offer the possibility of substantial savings. For example, comparing a movement between one shipper and one consignee of 1,700 lb by motor carrier LTL at Class 85 and by REA Unit-Pak service under Container Tariff 52, between Cleveland and New York, the motor carrier charge would be $52.53, the REA charge $48.00. Between Cleveland and Chicago, the motor carrier charge would be $49.11, REA's charge, $40.00. Between Cleveland and Los Angeles, the motor carrier charge would be $156.40, REA's charge, $137.00.

For 2,550 lb by motor carrier Class 55, the Cleveland-New York rate would be $54.04 while the REA rate would be the same as for 1,700 lb, $48.00. The Cleveland-Chicago rate by motor carrier would be $44.35, by REA, $40.00. The Cleveland-Los Angeles rate would be $151.98 by motor carrier, $137.00 by REA Tariff 52.

These comparisons are based on shipper loading of the 101-cu-ft maximum capacity container with 85 cu ft of traffic. Where the average density of the traffic is 20 lb per cu ft, the container lading weight equals 1,700 lb, and is compared with LTL charges at Class 85 for that weight. A per-cu-ft density of 30 lb results in a 2,550-lb container lading weight, as in the second example, and is compared with LTL charges at Class 55 for that weight.

'One-Carrier Transport'

Unit-Pak, REA says, by eliminating the need for shipper routing, opens new one-carrier transport patterns for shippers and consignees. The 1,180 initial routes serve any combination of the following points: Birmingham, Ala.; Los Angeles, Cal.; San Diego, Cal.; San Francisco, Cal.; Denver, Col.; Atlanta, Ga.; Chicago, Ill.; Indianapolis, Ind.; Louisville, Ky.; New Orleans, La.; Baltimore, Md.; Boston, Mass.; Detroit, Mich.; Minneapolis-St. Paul, Minn.; Kansas City, Mo.-Kan.; St. Louis, Mo.; New York, N. Y.-Hoboken-Newark, N. J.; Buffalo, N. Y.; Rochester, N. Y.; Cincinnati, O.; Cleveland, O.; Toledo, O.; Portland, Ore.; Philadelphia, Pa.; Pittsburgh, Pa.; Memphis, Tenn.; Dallas-Fort Worth, Tex.; Houston, Tex.; San Antonio, Tex.; Seattle, Wash.; and Milwaukee, Wis.

Editors Afield—Shippers Concerned

BUFFALO — In reviewing my notes of the annual meeting of the National Association of Shippers Advisory Boards, two major conclusions stand out with special clarity.

- Shippers are concerned, perhaps as never before, with the situation facing the railroads.
- They feel that the only way to solve such perennial problems as loss and damage and dirty cars is to get the subjects out of meeting rooms, and right down to the crossties and the unloading docks.

As to the general railroad situation, the shipper delegates heard urgent pleas for aid from AAR spokesmen Dan Loomis, Curt Buford and Pat Mathews. They got a resounding call to action from NASAB's own retiring president, Karl Wright, GTM of the Carborundum Co. (RA, Oct. 9, p. 20). Incoming president Les Olson, assistant director of traffic of the Great Lakes Carbon Corp., left little doubt that he and his fellow officers--Bob Tyler, Darrell Smith and Avery Cloninger—would take up the challenge.

That doesn't mean, of course, that shippers will uniformly support everything in, say, the railroads' "Magna Carta." But it does seem to mean that Congress, in 1962, will be hearing more, more vigorously, from more shippers.

I got the impression that the New Haven receivership, as much as any other one factor, was the catalyst in stirring up shipper concern. The sudden proof that railroads weren't crying "wolf" just to hear themselves shout seems to have come as something of a shock. Now shippers appear gravely concerned lest the NH's ills spread to the point where, like cancer, they exert a debilitating influence on an industry which so closely resembles the human body in the interdependence of its members.

As to those other spectres, loss and damage and dirty cars, no one discounts the necessity of continued effort by both railroads and shippers at executive and supervisory levels. "No matter how sick we get of talk, talk, talk, we've got to keep plugging away," said Perry Jefferson, of Fairbanks, Morse, chairman of the Shippers Loss & Damage Prevention Committee. "Every little bit better we do represents some gain in available car days," echoed International Salt's G. W. Wright, chairman of the Clean Car Group.

But look for increased emphasis on some "grass roots" approach, modeled perhaps after the Great Lakes Board's breakfast meetings with railroad operating employees.

One shipper told of giving a "little dinner" for switchmen serving his company's plant. "I told them, in effect: 'I don't care how much of my freight you wreck. But that freight sells in a competitive market. It if doesn't reach the buyers in good shape, they buy from someone else. If you can't get it to them in good shape, there are other carriers who will. So when you wreck my freight, you're wrecking your own jobs, paychecks and pocketbooks—perhaps for good.' "

"The chance to make that little speech cost my company $400," the shipper added—"and saved it thousands. We've had no damage since at that location."

The same down-to-earth approach on dirty cars brought from a former NASAB president the statement that "you've got to reach the little chiseler—the fellow who might not throw his household garbage into the street, but thinks he's saving two bits by leaving his industrial garbage in a freight car."

As at former NASAB meetings, LCL service and car supply in general came in for serious discussion.

What shippers want on LCL, said R. W. Buck, of Stearns & Foster, is that "all railroads express in terms of actual plans and action their desire to furnish a complete LCL service which contemplates: (1) pooling between principal points; (2) substituted service to the greatest extent possible, with charges based on schedules; (3) maximum utilization of piggyback facilities for LCL traffic, moving it expeditiously on established carline schedules; and (4) provision of maximum standardization and interchange of piggyback equipment to implement a complete LCL service."

On car supply, NASAB abandoned its almost traditional goal of two million cars as being perhaps "unrealistic." In lieu thereof, it is asking the railroads to say "what they consider in numbers is desirable for freight car ownership, and what they consider is desirable, or a normal percentage, of bad orders awaiting repairs. With this figure considered as the railroads' goal or objective, even though we may disagree, we can then govern our plans accordiingly."

—Gardner C. Hudson

PEOPLE IN THE NEWS

BALTIMORE & OHIO.—William J. Dixon, research engineer on the staff of the vice president—research and development, Baltimore, Md., appointed to the newly created position of industrial engineer—operating department, Baltimore. In his new capacity Mr. Dixon will supervise the major freight car repair program recently inaugurated by the B&O (RA, Oct. 16, p. 10).

William J. Dixon
B&O

Evan W. Girton
CSS&SB

Harold T. Freed
N&W

John L. Hastings
Santa Fe

Robert A. Sherman
Budd

Samuel W. Madeira
Budd

E. H. Peterson
Magnus Chemical

Frank Mularz
Dorsey

CENTRAL OF GEORGIA.—R. F. Groover, commercial agent, Albany, Ga., appointed division freight agent there.

CHICAGO & NORTH WESTERN.—Jordan J. Hillman, general attorney, named to the newly created position of associate general counsel. **Edgar Vanneman, Jr.,** assistant general solicitor, appointed commerce counsel. **Robert W. Russell,** general attorney, appointed assistant general counsel.

CHICAGO SOUTH SHORE & SOUTH BEND.—Evan W. Girton elected vice president in charge of traffic at Chicago. Mr. Girton resigned as general traffic manager of Wilson & Co., packers, to return to railroading after 14 years with Wilson.

ELGIN, JOLIET & EASTERN.—F. V. Fisher, industrial and land commissioner, Joliet, Ill., named land and tax commissioner there, and his former position abolished.

GULF, MOBILE & OHIO.—W. C. Gibson appointed assistant general freight agent, Mobile, Ala.

LOUISVILLE & NASHVILLE.—William M. Breidenthal, general freight agent-rates and charges, Louisville, Ky., named freight traffic manager-rates and charges there, succeeding **W. F. Burgess,** retired (RA, Oct. 9, p. 38). **L. E. Duffy,** assistant general freight agent-rates and charges, Louisville, succeeds Mr. Breidenthal, and in turn is replaced by **Philip F. Quinn. J. R. Williams,** traveling freight agent, Memphis, Tenn., named district freight agent, Little Rock, Ark.

MARYLAND & PENNSYLVANIA.—Philip L. Poe elected president, Baltimore, Md., succeeding the late **Arthur M. Bastress,** president and general manager. **Edward B. Whitman** named vice president, Baltimore. **Carl L. Amrein,** trainmaster, York, Pa., named general manager there.

NEW YORK CENTRAL.—Raymond C. McCron, staff assistant to vice president—finance, appointed treasurer, effective Dec. 1, succeeding **Ernest G. Jerome,** who will transfer to Pittsburgh and devote full time to his position of treasurer of the **Pittsburgh & Lake Erie.**

NORFOLK & WESTERN.—Harold T. Freed, managing editor, Norfolk & Western Magazine, promoted to editor, succeeding **R. R. Horner,** who retired Sept. 30.

Roy E. Cashen, general agent, Boston, retired Sept. 30.

PENNSYLVANIA.—Ralph W. Smith, district sales manager at Zanesville, Ohio, transferred to Columbus, Ohio.

J. J. Maher, assistant manager labor relations, Philadelphia, promoted to manager labor relations there, succeeding **Herman Kendall,** retired.

J. A. Jorlett, area engineer—structures, Philadelphia, appointed structural engineer—New York Improvements.

PIEDMONT & NORTHERN.—L. M. Snavely, former chief clerk to auditor of receipts, appointed auditor of receipts, succeeding **Dana Johnston Caldwell,** who retired Aug. 1.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT.—B. R. Stokes, director of information, appointed also assistant general manager.

SANTA FE.—John L. Hastings, superintendent of special service, Los Angeles, named manager of better freight handling and special service, Chicago.

SOUTHERN PACIFIC.—S. M. Houston, general superintendent mechanical department, retires Oct. 31. Effective Nov. 1, **F. E. Russell** appointed chief mechanical officer-system, San Francisco. Effective Nov. 1, **D. K. McNear,** superintendent, Shasta division, appointed assistant chief mechanical officer-engineering, San Francisco. **A. D. DeMoss** named acting superintendent, Shasta division, replacing Mr. McNear and during absence of **S. B. Burton,** on leave attending Massachusetts Institute of Technology. **N. L. McCracken** named assistant chief mechanical officer-maintenance, San Francisco, effective Nov. 1.

W. A. Gall named assistant manager, pass bureau, San Francisco.

UNION PACIFIC.—Samuel B. Stewart, Robert B. Batchelder and **James C. Ingwersen** appointed general attorneys at Portland, Ore.

WABASH.—W. E. Murphy, commerce agent, St. Louis, appointed assistant to traffic manager-rates, to replace **F. P. Rudolph,** promoted (RA, Oct. 9, p. 39).

Supply Trade

Robert A. Sherman, regional sales manager, Railway Division, **Budd Co.,** New York, has been appointed vice president—sales, Northeastern region, New York. **Samuel W. Madeira,** district sales manager, Southeastern region, Railway Division, Philadelphia, Pa., has been appointed vice president—sales, of that region, succeeding **Percy R. Keller,** retired.

E. H. Peterson, executive vice president, has been elected president of the **Magnus Chemical Co.,** Garwood, N.J. **W. M. Campbell,** who has served as president and chairman of the board since the company's inception 40 years ago, will continue as chairman.

Frank Mularz has been appointed director of regional sales for **Dorsey Trailers,** Elba, Ala. Mr. Mularz joined Dorsey's sales staff in 1956.

R. R. Davis has been appointed special railroad representative for **Tysol Products, Division of Chemical Research Associates,** Chicago. Mr. Davis was formerly affiliated with Oakite Products Inc.

OBITUARY

Philip G. Campbell, 86, retired superintendent of the Wisconsin division, **Chicago & North Western,** died Oct. 12 in Geneva Community Hospital, Geneva, Ill.

John D. Farrington, 70, chairman of the board, **Rock Island,** died Oct. 13 at his home in Chicago.

Alvin B. Olson, 64, auditor-secretary-real estate agent, **Chicago Union Station Co.,** died Oct. 9 while on a fishing trip at Fort Francis, Ont.

Frank C. Squire, 76, who served from 1943 to 1955 as management member, Railroad Retirement Board, died Sept. 26 in Evanston, Ill., after an extended illness.

Edmund J. Dwyer, 72, who retired in January 1959 as assistant to president, **Association of American Railroads,** died Oct. 16 in Doctors Hospital, Washington, D.C.

GNP&B Cross-Examination Set

Next step in the orderly building of the Great Northern Pacific & Burlington Lines, Inc., will come on Dec. 5, when hearings on the GN-NP-CB&Q-SP&S merger application resume in St. Paul. Opponents of the plan will then have a chance to cross-examine any or all of the applicants' 21 witnesses who went on the stand at the initial four-day hearing that ended Oct. 13. Public witnesses supporting and opposing the merger will also testify and face cross-examination at the second session.

The Dec. 5 date for reconvening the hearings was set by ICC Examiner Robert H. Murphy in the face of motions by opponents for a stay in the proceedings of from 90 days to six months.

At the initial hearing, in a crowded courtroom in St. Paul's Old Courthouse, Burlington President Harry C. Murphy, testified that "this merger is a constructive response to the many admonitions of Congress and countless government boards, committees and commissions who have, over a period of thirty years, urged railroads to give the nation the best possible transportation service at the lowest possible cost."

Noting that an important part of Burlington's competitive squeeze comes from preferred government treatment of other modes of transportation, Mr. Murphy declared: "The competitive situation is a condition, not a theory, and we must redouble our efforts to achieve self-help whenever and wherever possible." He termed merger with the GN and NP the most effective form of self-help available to the Burlington.

Also appearing on behalf of the consolidation was William Wyer, president of Wyer, Dick & Co., consultants directing the economic study of the merger proposal. Mr. Wyer told Examiner Murphy that the merger would result in an ultimate increase in net income before Federal income taxes of $43,212,237. He added that while this increase will begin to be realized almost immediately, the full amount will probably not be realized until approximately five years after the date of the merger.

Mr. Wyer also indicated that the merging roads would spend $4,962,000 for labor protection during the first five years following consolidation. Of the possible 5,200 jobs that would be eliminated, 4,260 employees filling those jobs would be promptly relocated in jobs created by normal attrition and 908 would be re-employed by transfer to other locations. The remaining 32 employees would not be re-employed immediately.

Operating Vice Presidents of Great Northern and Burlington, Carl H. Burgess and E. L. Potarf, outlined plans for faster and more efficient freight train schedules following the four-road merger. Mr. Potarf said that the present 94-hour freight schedule from Seattle to Chicago will be shortened by 10 hours; the 103-hour schedule between Seattle and Peoria will be reduced by 16 hours and the 114-hour Seattle-to-St. Louis schedule will be shortened by 18 hours.

In the Far West, the SP-Santa Fe battle for control of Western Pacific went "on the road" as ICC Examiner Paul C. Albus conducted hearings in Los Angeles and Salt Lake City last week. Mr. Albus will take testimony from other public witnesses in Seattle, Oct. 23 and 24, and in Portland, Oct. 25-27. The hearings will return to San Francisco Oct. 30 for final cross-examination of carrier witnesses and rebuttal. SP and Santa Fe lawyers are now looking to a Dec. 15 closing date.

Kohl to Head Transport Office

Professor John Clayton Kohl, director of the Transportation Institute at the University of Michigan, will head a new Office of Transportation in the United States Housing and Home Finance Agency.

The agency's administrator, Robert C. Weaver, announced the appointment in an address before the annual convention of the American Society of Civil Engineers at New York. Professor Kohl will administer a $75-million mass transportation program included in the Housing Act of 1961.

Mr. Weaver called urban transportation "unquestionably one of the toughest problems that faces us, both actually and potentially."

"We are smack in the middle of an urban crisis," he asserted. "We cannot keep piling development on development in our suburbs in complete disregard of necessity for the facilities and schools that are necessary to support them, or of their disastrous impact on the unplanned or obsolete traffic lanes that must move mammoth new populations back and forth in the urban community."

At Dallas, Texas, meanwhile, Senator Harrison A. Williams (D.-N. J.), told the 80th annual meeting of the American Transit Association that the nation desperately needs "a balanced urban transportation system."

Senator Williams, author of the mass-transportation program which Congress approved this year, criticized the concept of "automobility"—the right to drive a car anywhere at any time. It might be necessary, he suggested, to impose tolls on urban highways in order to achieve a balanced system. Such a step, he said, would be warranted "only where adequate alternative transit service is available."

"We need a basic highway network to get around in our rapidly expanding urban and metropolitan areas," said Senator Williams. "But when we start building highways with substantially greater capacity than the normal average daytime or nonrush hour need, we are developing an imbalance that will plague us and our cities for years to come."

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You Ought To Know...

Eastern iron and steel rate cases have been discontinued by the ICC. They had been under way in a consolidated proceeding (No. MC—C—1510) more than eight years. In issue were competitive rail and truck rates for transportation of iron and steel articles in the East. At one time the Commission prescribed minimum truck rates, but that order never became effective as the truckers took the case to court. "Changed conditions" was given as the reason for the discontinuance.

Government guaranty of a $555,000 loan to finance the purchase of three 1,800-hp diesels from EMD is sought by the New York, Susquehanna & Western in an application filed with ICC. The road says the acquisition would permit the retirement of six old locomotives and bring savings estimated at $108,000 a year.

Latest double-bottom development is in the auto-haulage field. Automobile Transport, Inc., carries 10 autos at once over the New York State Thruway by coupling two trailers behind one tractor.

Saving of a $120,753 out-of-pocket expense is expected by the Chicago South Shore & South Bend as a result of ICC approval of its plan to drop nine passenger trains. Coming off the South Shore timetable are four Chicago-South Bend trains, four Chicago-Gary trains and one Chicago-Michigan City train. All discontinuances are during off-peak hours.

Illinois Commerce Commission has approved Illinois Central's first commuter-fare increase since November 1958. While IC will now charge 8.2% more for regular commutation tickets, it hopes to attract more riders with a special shopper's fare 25% below present rates for week-day off-peak riders.

Test installation of concrete crossties has been started by Canadian National on a one-mile section of main line track near Drummondville, Quebec. A total of 1,800 concrete ties will be tested—800 of American design and 1,000 made in Canada from French design. Existing rail will be replaced with continuous welded rail, and new wooden ties will be placed in the middle of the test section for control purposes. A. V. Johnston, CN system chief engineer, says it may be "several years" before CN will be able to assess results of the test.

More than 500 trains a day will run beneath two Queens, New York, apartment buildings to be built over the LIRR main line. Long Island is selling 120,000 sq ft of its right of way as a building site for $110,000. The transaction will be an actual land sale and not an "air rights" deal, with the railroad maintaining perpetual easement.

Latest demand in the 1961 wage movement is the American Train Dispatchers' Association request for an 8% wage increase effective Nov. 1. ATDA represents about 4,000 employees.

Faster loading of finished lumber and other bulky commodities handled by lift trucks is expected to be possible with a new Bangor & Aroostook experimental 40-ft box car having 18-ft side door openings extending toward the car's center from diagonal corners; the road's Derby, Me., shop has just completed conversion of a standard box car for test purposes.

Intercity passenger transportation is in "a first class mess," Samuel W. Seeman, passenger manager, Pittsburgh Region, PRR, told a Wilkinsburg, Pa., audience last week. It's time, he said, for government to "stop acting as if railroads, airlines and bus lines were all operating in a vacuum, independent of effect on each other and unaffected by highway developments. Government should consider our passage transportation as a whole, as an interwoven interrelated competing fabric of service instead of as separate unrelated segments."

A resolution condemning railroad mergers has been adopted by the AFL-CIO Executive Council. The resolution terms mergers a "threat to our national economic recovery, future transportation needs, and the continuing needs of national defense and the postal service." It pledges "the entire American labor movement" to stand behind "efforts to defeat the pending unsound railroad merger proposals."

Anti-toll campaign of the National Waterways Conference, Inc., is being stepped up. NWC President Wade W. Hollowell says a series of meetings are being held across the nation "in an effort to arouse public and Congressional awareness of the disastrous consequences" of inland-waterway tolls. Help of major waterway shippers—including grain, coal, petroleum, chemical, iron and steel, cement and paper interests—is being sought.

American railroads are not prepared to fully meet transportation requirements in event of a national emergency, NP President R. S. Macfarlane told the annual meeting of the American Life Convention at Chicago. Mr. Macfarlane, stressing the need for favorable Congressional action on the industry's proposed legislative program, declared that "it is no military secret that the rail carriers, many of them in financial distress, do not have the necessary equipment reserve that would be required in event of war."

No passenger fatalities were recorded in train-service accidents during August, but there were 102 injuries. Seven employees on duty were killed, and 1,721 injured.

Southern Railway's "Post Meeting Report" for stockholders won first prize in the transportation industry in the 21st annual report survey sponsored by "Financial World." Chesapeake & Ohio won first prize in the transportation field in the "Security Analyst Yearbooks" category. These two winners were inadvertently omitted from a report on the "Financial World" survey published in the Oct. 16 issue of Railway Age (p. 33).

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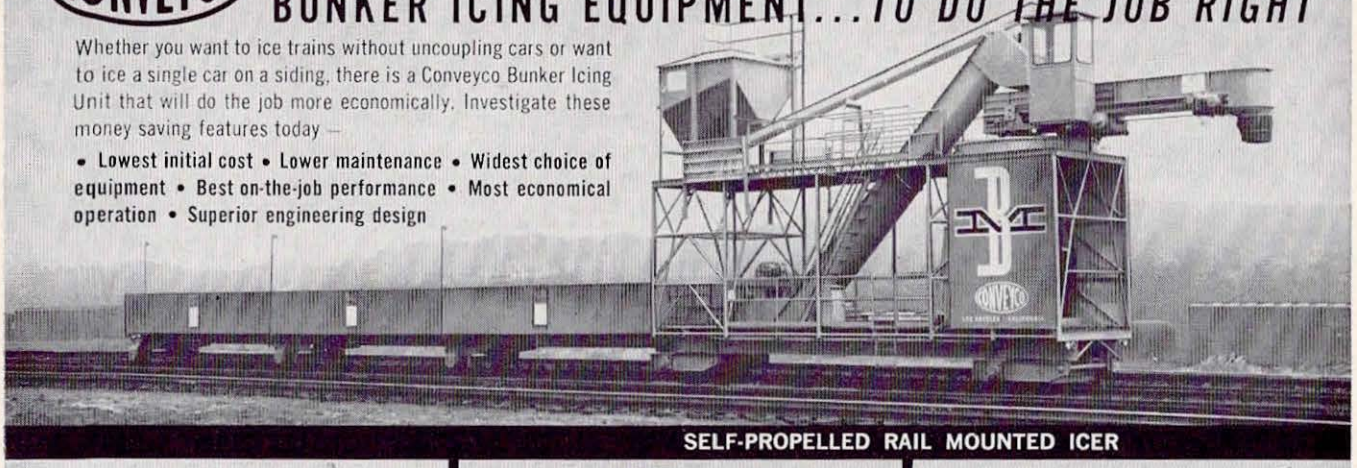

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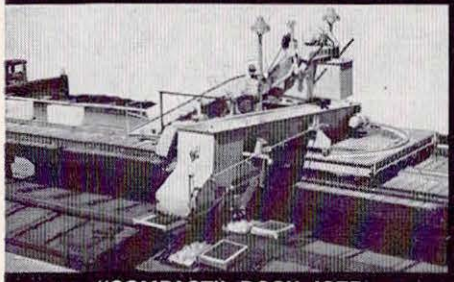

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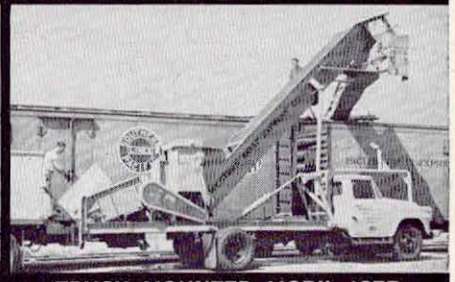

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Don't Blame The Generals

A leading financial magazine recently took editorial notice of improved earnings on the part of several railroads, gave attention to the critical situation of several others, and wound up its discussion with this conclusion:

> *"Railroad progress does not depend on the taxpayer. It does depend on the man at the throttle."*

What the writer had in mind, quite evidently, was that governmental loans, and aid for commuter lines, would not get the railroad industry back on the track to genuine prosperity—but that able management could accomplish that result. The commentator was quite right in his opinion that governmental handouts (to railroads or anybody else) are no solution to any economic problem. However, to expect that the ablest managements America has ever seen could wholly nullify all the inequitable treatment of the railroads by the tax-gatherers, and the regulatory statutes, requires a lot of optimism.

In a memorable article in these pages (p. 20, June 27, 1960) President H. C. Murphy of the Burlington set forth in detail the purely artificial and political difference in costs between railroads, on the one hand, and barges and trucks on the other—because railroads provide and maintain their fixed plant and the other carriers have theirs provided and maintained by government. The result is that taxes and plant maintenance cost the Burlington 32.6 cents for each $1 of freight revenue—whereas similar charges in its area for trucks are only 9.8 cents, and for barges, 6.3 cents.

Railroads do not need assistance from *taxpayers*, but they do need more consideration on the part of the *tax-gatherers*—not special favors, but treatment equal to that accorded other forms of transportation.

There is no management, however able, in the transportation business or any other business which can hope to offset more than in slight measure an arbitrary handicap in the form of relative costs which are arbitrarily boosted to four or five times those levied on competing businesses.

Of course, some managements will bear up under a burden like this more successfully than others—but all of them are severely handicapped by it. To dismiss the difficulties of the railroads by suggesting that all they require is abler management is a dangerous understatement of the true situation.

The magazine expressing this opinion cited one railroad by name as ably managed (which it is, outstandingly so) and as paying attractive dividends. But this particular railroad, in spite of the high competence of its management, earned only a little more than 2% on its railroad investment in 1960.

Everyone who writes or speaks about railroads should have at his elbow at all times the AAR pamphlet, "The Gathering Transportation Storm," which portrays in easily understood charts all the basic facts about the railroad industry, and other forms of transportation, and relationships with other businesses. The chart on page 11 of the pamphlet is particularly illuminating—showing the rate of return on the investment of 73 principal industries in 1960. At the top of the list is the drug and medicine business, with earnings of 20% on the investment. The total manufacturing industry earned 10.5%. The public utilities earned 10%. Mining and quarrying achieved a rate of 7.3%, coal mining 6.5%, total transportation 2.9%. At the very bottom of the list were Class I railroads, with 2.6%.

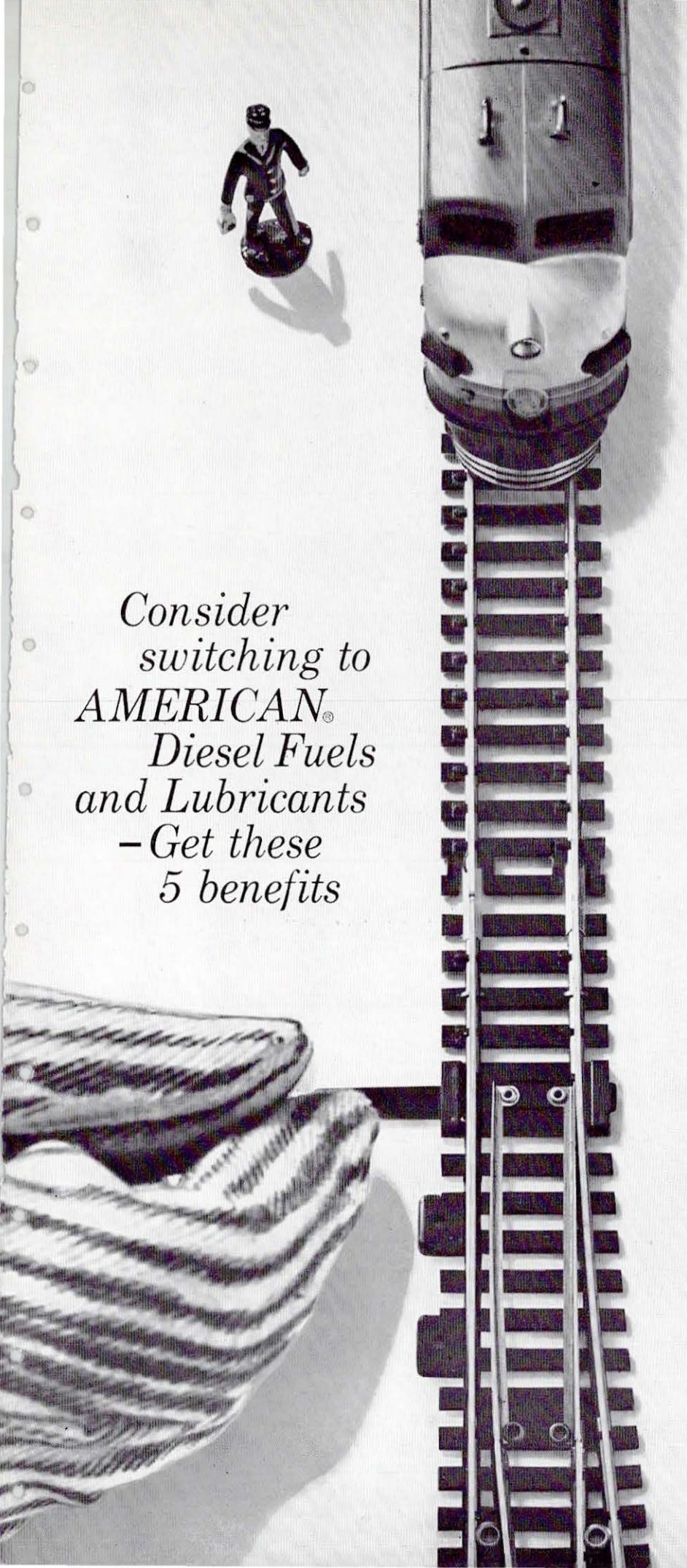
In the face of such figures, it is just not possible to say or imply, accurately, that good management alone would be sufficient to get the industry back on the road to progress and prosperity. The railroads already have that kind of management—in at least as high a ratio as any other industry.

Certainly nobody in or around the railroad business is going to advocate putting railroads on the dole for the cost of providing and maintaining their fixed plant—as is done for the barge lines. And nobody wants to see railroads put to panhandling on a part-time basis, as are highway and air carriers. But the railroads' competitive position has got to be made much more nearly equal to that of other carriers than it now is. And those who sincerely believe in the doctrine of free enterprise will insist that the necessary equality be achieved by making air, barge and highway transportation self-supporting, rather than making freeloaders out of railroads.

GOOD GENERALS, INADEQUATE MUNITIONS

Good management, of course, is priceless and indispensable. But the best of management has to be allowed some resources to work with. General Robert E. Lee was not defeated because of any lack of character or high military skill, but because he was denied the troops and munitions without which the ablest generals cannot achieve victories indefinitely.

Railroad generalship in this country is not falling down. Results are disappointing because the supply lines are faltering, and they are faltering because political saboteurs are at work on them. Let all railroaders see to it that the record—as set forth fully and irrefutably in the AAR "Gathering Storm" pamphlet—is kept straight on this point.



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4. Technical service. Men who devote all of their time to serving railroad customers staff American Oil's Sales Department. These men are trained in engineering and have years of field experience to qualify them for this work. In addition, these specialists act as the liaison between railroad customers and American's marketing, supply, transportation, research and manufacturing departments. Their knowledge of railroading equips them to interpret railroad supply and operating problems to American's management so that these problems receive top priority and attention.

5. Expediting staff. A force of trained men expedite shipments to railroad customers, make sure shipments are delivered *on time where needed.*

May we serve you? Write or call Railway Sales Department,

AMERICAN

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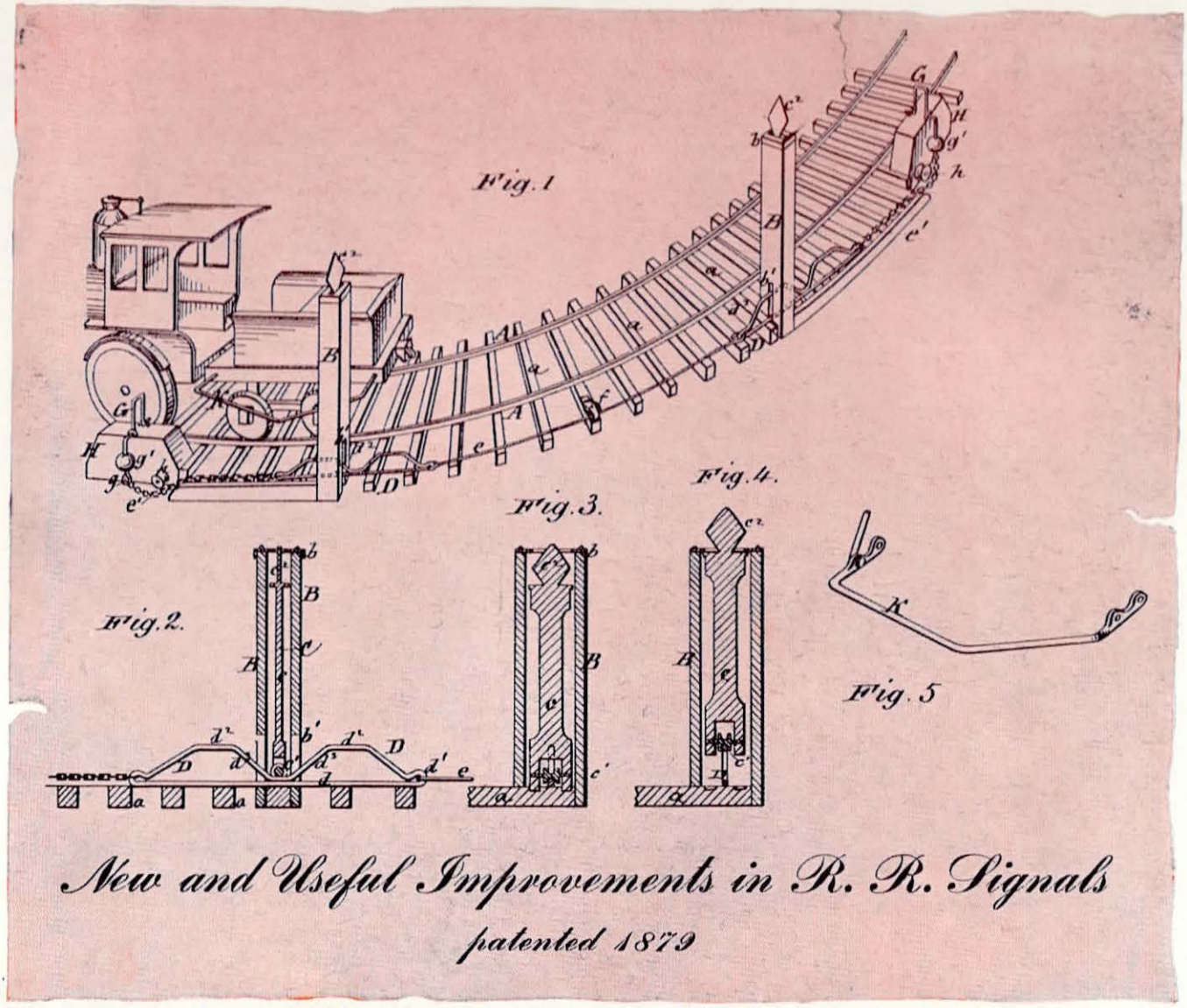

This ingenious signal might have been good enough for 1879, but today's railroads require modern signaling systems which in turn depend on top-quality rail bonds. USS Tigerweld Rail Bonds are reli-

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plete set of 11" x 14" prints of these early signaling devices suitable for framing, write American Steel and Wire, Dept. 1413, Rockefeller Building, Cleveland 13, Ohio.

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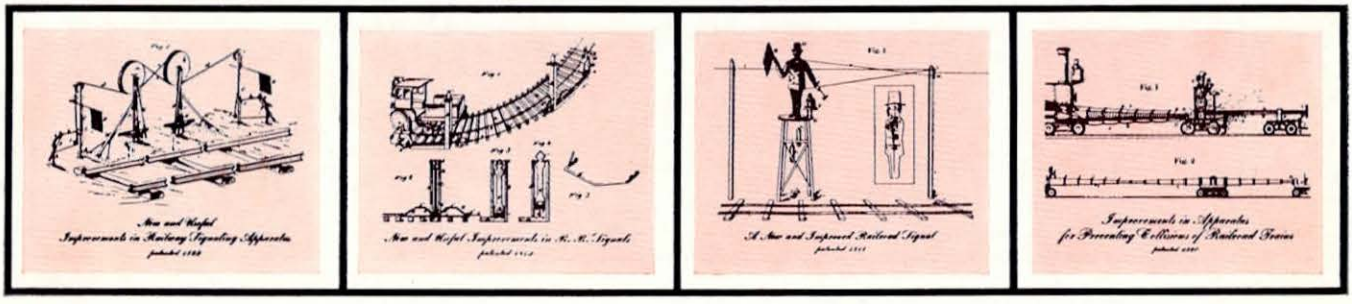

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